Chair Bryant
Vice Chair Grey
Commissioner Agostini
Commissioner Beale
Commissioner Renaker

Thursday, October 22, 2026, 2:00 PM
City Council Chamber
69-825 Highway 111
Rancho Mirage, CA 92270

REGULAR PLANNING COMMISSION MEETING

AGENDA

1. GENERAL

1.A. CALL TO ORDER

1.B. FLAG SALUTE

1.C. ROLL CALL - Agostini, Beale, Renaker, Grey, Bryant

2. COMMISSIONER COMMENTS

3. APPROVAL OF MINUTES

3.A. June 25, 2026, Regular Planning Commission Meeting Minutes

4. PUBLIC HEARINGS

4.A. Environmental Assessment Case No. EA25-0008 & Major Modification Case No. 25-0032 – Applicant: Barbara Sinatra Children's Center at Eisenhower Health. Consideration of a Single-Story 5,940 Square Foot Pavilion on a 2.97-Acre Project Site. Located at 39000 Bob Hope Drive (APN: 685-270-011)

— RECOMMENDED ACTION: Recommend to the City Council: 1) Approval of the filing of a Notice of Exemption based on Environmental Assessment Case No. EA25-0008 and pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15162 and 15332 (In Fill Development Projects); and 2) Approval of Major Modification Case No. MOD25-0032, subject to the Conditions of Approval and based on the content and findings in the staff report.

4.B. Environmental Impact Report Case No. EIR20001, General Plan Amendment Case No. GPA20001, General Plan Zoning Map Amendment Case No. GPZMA20001 and Specific Plan Case No. SP200001 - Applicant: City of Rancho Mirage. Consideration of 1) a General Plan Amendment, 2) General Plan Zoning Map Amendment, and 3) the New Highway 111 Specific Plan, which Consolidates, Updates, Modifies the Boundaries of, and Repeals and Replaces the Previously Adopted East and West Highway 111 Specific Plans and Establishes Updated Land use Designations and Development Standards for 12 Planning Areas Along the Highway 111 Corridor. The Specific Plan will Guide Future Development and Redevelopment and Support a Diverse Mix of Retail, Restaurant, Hotel, Office, Residential, and Cultural Uses

— RECOMMENDED ACTION: Adopt Resolution No. 2026-PC-(Next-in-Order), recommending that the City Council take the following actions: 1) Adopt Resolution No. 2026-(Next-in-Order), Certifying the Environmental Impact Report (SCH No. 2020069010), for the Highway 111 Specific Plan Adopting Environmental Findings and a Statement of Overriding Considerations Pursuant to California Environmental Quality Act (CEQA); and Adopting the Associated Mitigation Monitoring and Reporting Program, 2) Adopt Resolution No. 2026-(Next-in-Order), Approving General Plan Amendment Case No. GPA20001 and General Plan Zoning Map Amendment Case No. GPZMA20001 Regarding Repealing and Replacing the Existing Highway 111 East and West Specific Plans and Adopting the New Highway 111 Specific Plan; and 3) Introduce and Adopt Ordinance (Next-in-Order), Repealing and Replacing the Existing Highway 111 East and West Specific Plans and Approving the New Highway 111 Specific Plan (SP200001).

5. NON-AGENDA PUBLIC COMMENTS

An opportunity for the public to speak on issues not on the agenda for a maximum of three (3) minutes per speaker.

6. ADJOURNMENT

PUBLIC NOTICES

Livestream: This meeting may be watched live on the City's website. Visit www.RanchoMirageCA.gov, click the "Our City" drop down menu, select "Board & Commissions," and then select "Planning Commission" to access the livestream.

Public Comments:
Oral public comments/testimony may be provided during the non-agenda public comment period and during the public comment/testimony period for each agenda item. Public comment/testimony is limited to three (3) minutes per speaker. Attendees may fill out a Request to Speak slip prior to the start of the meeting and submit it to the City Clerk (please submit a separate slip for each item on which you wish to speak). Speakers will be called upon to speak at the appropriate time.
Written public comments/testimony may be submitted to the City Clerk via email to CityClerk@RanchoMirageCA.gov or mail/delivery to ATTN: City Clerk, City of Rancho Mirage, 69-825 Highway 111, Rancho Mirage, CA 92270. Please submit written public comments/testimony at least three (3) hours in advance of the meeting to ensure they may be fully considered. Submissions received during the meeting will be distributed to the legislative body, and made available to the public, following the meeting.

Agenda Materials: Any staff reports for agenda items, as well as agenda materials provided to a majority of the legislative body following distribution of the agenda, are available for inspection in the Planning Department at Rancho Mirage City Hall, located at 69-825 Highway 111, Rancho Mirage, CA 92270, during normal business hours.

Americans with Disabilities Act (ADA): If you are an individual with a disability and need a reasonable modification or accommodation pursuant to the ADA, please contact the City Clerk's Office at (760) 324-4511 Ext. 488, or via e-mail to CityClerk@RanchoMirageCA.gov, prior to the meeting. Providing notice at least 48 hours in advance of the meeting is suggested, so a determination may be made as to whether the request is feasible.

Declaration of Posting: *I, Kristie Ramos, City Clerk of the City of Rancho Mirage, do hereby declare that the foregoing meeting agenda was posted on the City of Rancho Mirage website at www.RanchoMirageCA.gov, on the Rancho Mirage City Hall bulletin board at 69-825 Highway 111, Rancho Mirage, CA 92270, and at the Rancho Mirage Library & Observatory at 71-100 Highway 111, Rancho Mirage, CA 92270, at least 72 hours in advance of the subject meeting.*

Kristie Ramos

Date Posted: October 16, 2026

Planning Commission Staff Report

June 25, 2026, Regular Planning Commission Meeting Minutes

DATE	ITEM #
October 22, 2026	APPROVAL OF MINUTES - 3A.
Presented To	**Presented By**
Planning Commission	Ben Torres, Planning Manager

RECOMMENDED ACTION

Approve the June 25, 2026, Regular Planning Commission Meeting Minutes as presented.

Attachments

Attachment 1 - Draft 06-25-26 PC Minutes

Chair Bryant
Vice Chair Grey
Commissioner Agostini
Commissioner Beale
Commissioner Renaker

REGULAR PLANNING COMMISSION MEETING

69-825 Highway 111, Rancho Mirage, CA 92270

Thursday, June 25, 2026, 2:00 PM

DRAFT MINUTES

1. GENERAL

1.A. CALL TO ORDER

Vice Chair Bryant called the meeting to order at 2:00 P.M.

1.B. FLAG SALUTE

Commissioner Agostini led the flag salute.

1.C. OATH OF OFFICE - Commissioner Renaker

Kristie Ramos, City Clerk, administered the Oath of Office to Commissioner Renaker.

1.D. ROLL CALL - Agostini, Beale, Grey, Renaker, Bryant

Present: Agostini, Bryant, Renaker.
Absent: Beale,Grey.

MOVED/SECONDED BY AGOSTINI/RENAKER TO EXCUSE COMMISSIONERS BEALE AND GREY'S ABSENCE. MOTION CARRIED 3/0.

2. COMMISSIONER COMMENTS

Commissioner Agostini welcomed Commissioner Renaker and said that he looked forward to working alongside her over the next year. He also welcomed everyone in the audience and thanked them for attending.

Commissioner Renaker thanked the City Council and everyone who placed their trust in her. She gave special thanks to Council Member Fromberg Edelstein for her kind nomination. She said it was her honor to serve her community and that she looked forward to working with her fellow Commissioners.

Vice Chair Bryant welcomed Commissioner Renaker to the Commission and highlighted her background. He also thanked former Chair Chanter for her thoughtful contributions to the Planning Commission.

3. APPROVAL OF MINUTES

3.A. March 26, 2026, Regular Planning Commission Meeting Minutes

—RECOMMENDED ACTION: Approve the March 26, 2026, Regular Planning Commission Meeting Minutes as presented.

MOVED/SECONDED BY AGOSTINI/RENAKER TO APPROVE THE MARCH 26, 2026, REGULAR PLANNING COMMISSION MEETING MINUTES AS PRESENTED. MOTION CARRIED 3/0.

4. ACTION ITEMS

4.A. Appointment of Chairperson and Vice-Chairperson

Ben Torres, Planning Manager, presented the staff report.

A discussion ensued.

MOVED/SECONDED BY RENAKER/AGOSTINI TO APPOINT VICE CHAIR BRYANT AS CHAIR AND COMMISSIONER GREY AS VICE CHAIR OF THE PLANNING COMMISSION. MOTION CARRIED 3/0.

5. PUBLIC HEARINGS

5.A. Zoning Text Amendment Case No. ZTA26-0002 – Applicant: City of Rancho Mirage. Consideration of an Ordinance Amending Section 17.32.040 (Preferred Locations) of Chapter 17.32 (Wireless Communication Facilities) of Title 17 (“Zoning”) of the Rancho Mirage Municipal Code

— RECOMMENDED ACTION: Adopt Resolution No. 2026-PC-(Next-in-Order), recommending that the City Council take the following actions: 1) Find that the adoption of the Ordinance has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA) and CEQA Guidelines, and that adoption of the Ordinance is categorically exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15303 (New Construction or Conversion of Small Structures), and 15332 (In-Fill Development Project); and 2) Introduce and adopt Ordinance No. (Next-in-Order), Amending Section 17.32.040 (Preferred Locations) of Chapter 17.32 (Wireless Communication Facilities) of Title 17 (“Zoning”) of the Rancho Mirage Municipal Code to streamline the entitlement process for wireless communication facilities at designated preferred locations.

Colin Kirkpatrick, City Attorney, made the following statement for the record regarding Chair Bryant's residence:

Chair Bryant’s residence is located approximately 882 feet from one of the parcels identified in this ordnance as the preferred location or preferred site, which is generally located at 39360 Peterson Road having Assessor’s Parcel Number 689-180-012. The proposed ordinance is a legislative action establishing alternative streamlined review procedures for delineated parcels identified as preferred locations or preferred sites, which ordinance does not itself actually entitle the construction of any specific wireless communication facility at any given site. Chair Bryant's participation is permissible because there's no reasonably foreseeable material financial effect on a commissioner's real property. The ordinance simply streamlines the permitting process at identified preferred locations, does not impact the use of the commissioner's property, and does not itself permit a specific wireless communication facility at any given location. Specifically, the ordinance does not change the commissioner's property’s development potential, income producing potential, highest and best use, market value or character by substantially altering traffic levels, intensity of use, parking, view, privacy, noise levels, or air quality. Therefore, it is permissible for Chair Bryant to participate in the discussion and voting on this item.

Ben Torres, Planning Manager, presented the staff report.

The following individuals provided public testimony: Mary Whitaker, Adair Fell, Robert Watkins, Pamela Langley, Brad Anderson, Natasha Tanenbaum, Lori Stevens, and Jennifer Dorn.

A discussion ensued.

MOVED/SECONDED BY RENAKER/AGOSTINI TO ADOPT RESOLUTION NO. 2026-PC-01, RECOMMENDING THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS: 1) FIND THAT THE ADOPTION OF THE ORDINANCE HAS BEEN REVIEWED IN COMPLIANCE WITH THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) and CEQA GUIDELINES, AND THAT ADOPTION OF THE ORDINANCE IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER CALIFORNIA ENVIRONMENTAL QUALITY ACT PURSUANT TO CEQA GUIDELINES SECTIONS 15303 (NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES), AND 15332

(IN-FILL DEVELOPMENT PROJECT); AND 2) INTRODUCE AND ADOPT ORDINANCE NO. (NEXT-IN-ORDER), AMENDING SECTION 17.32.040 (PREFERRED LOCATIONS) OF CHAPTER 17.32 (WIRELESS COMMUNICATIONS FACILITIES) OF TITLE 17 ("ZONING") OF THE RANCHO MIRAGE MUNICIPAL CODE TO STREAMLINE THE ENTITLEMENT PROCESS FOR WIRELESS COMMUNICATION FACILITIES AT DESIGNATED PREFERRED LOCATIONS. MOTION CARRIED 3/0.

6. NON-AGENDA PUBLIC COMMENTS

The following individual provided non-agenda public comments: Navid Khan and Robert Watkins.

7. ADJOURNMENT

Chair Bryant adjourned the meeting at 3:11 P.M.

Prepared by: *Ben Torres, Planning Manager*

Date Approved by Planning Commission:

Planning Commission Staff Report

Environmental Assessment Case No. EA25-0008 & Major Modification Case No. 25-0032 – Applicant: Barbara Sinatra Children's Center at Eisenhower Health. Consideration of a Single-Story 5,940 Square Foot Pavilion on a 2.97-Acre Project Site. Located at 39000 Bob Hope Drive (APN: 685-270-011)

DATE	ITEM #
October 22, 2026	PUBLIC HEARINGS - 4A.
Presented To	**Presented By**
Planning Commission	Ben Torres, Planning Manager

RECOMMENDED ACTION

Recommend to the City Council:

1. Approval of the filing of a Notice of Exemption based on Environmental Assessment Case No. EA25-0008 and pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15162 and 15332 (In Fill Development Projects); and
2. Approval of Major Modification Case No. MOD25-0032, subject to the Conditions of Approval and based on the content and findings in the staff report.

DISCUSSION

Facts

1. Applicant:	Barbara Sinatra Children's Center at Eisenhower Health
2. Request:	Construction of a one-story 5,940-square-foot Pavilion for Child and Adolescent Health, with associated site, parking, circulation, and landscape improvements.
3. Location:	39000 Bob Hope Drive (APN: 685-270-011)

4. Environmental Information	Pursuant to the provisions of the California Environmental Quality Act (CEQA), Section 15162, the previously adopted Environmental Impact Report for the Eisenhower Medical Center Specific Plan is still valid. This project is also categorically exempt from CEQA pursuant to Section 15332 (Infill Development Projects). No further environmental review is required.

PROJECT SUMMARY

The project proposes to construct a new 5,940-square-foot one story Pavilion located north of the existing Barbara Sinatra Children's Center that will expand the Center's capacity to provide medical and support services for children and adolescents. The modification also includes the development of new parking, landscaping, and associated site improvements.

The following applications comprise the entitlement package: Environmental Assessment (EA) and Major Modification (MOD).

BACKGROUND AND EXISTING CONDITIONS

In 1986 the Barbara Sinatra Children's Center was founded and opened. The existing building consists of a 12,500 square foot facility designed by architect Francisco J. Urrutia. The current project is designed by the same architect that originally built the Barbra Sinatra Children's Center.

In 2003, the Eisenhower Medical Center Specific Plan Amendment #3 (Specific Plan) and Environmental Impact Report (EIR) was approved; both of which remain valid documents for the project site. Future project applications shall be deemed to conform to the Specific Plan, if certain findings contained within the Specific Plan can be made, this analysis is included within the Findings section of this Staff Report. The Specific Plan identifies future phases and analyzes them in the adopted EIR. Circumstances on the Eisenhower Health Campus, build out assumptions in the Specific Plan and its related EIR have not changed and remain valid. The project is also considered an infill project under CEQA, which provides additional exemption.

PROJECT DESCRIPTION

Major Modification

The applicant proposes construction of a new single-story, 5,940-square-foot pavilion for Child and Adolescent Health adjacent to the existing Barbara Sinatra Children's Center on the Eisenhower Health campus. The exhibit booklet includes a Specific Plan consistency table, site and grading plans, floor plans, elevations, renderings, a materials board, photometric plans, landscaping plans, and a parking shade plan. The proposal also includes related parking, pedestrian circulation, landscape, and site improvements. For all Exhibit Booklet references made below, see Attachment 5.

Access and Circulation

The project site is accessible through various access points along Bob Hope Drive and Country Club Drive with internal access drives connecting to the project site. The exhibit booklet depicts internal access drives, parking areas, pedestrian routes, and connections between the proposed pavilion and existing children's center. Access and circulation are shown on the overall and partial site plans (Exhibit Booklet, sheets A1.01, A1.0, and A1.1–A1.3). The project site will also have a new connection to the parking lot being developed north of the project site for Fire Department access via a locked gate further improving circulation for emergency services.

Lot Coverage

The Specific Plan has a maximum lot coverage of thirty-five (35) percent. The subject parcel allows up to 45,280 square feet of the parcel size to be enclosed with buildings. The existing building occupies 12,500 square feet, and the proposed pavilion adds 5,940 square feet, resulting in a combined building footprint of 18,440 square feet, or 14.25 percent coverage. The proposal is below the 35 percent maximum allowed per the Specific Plan.

Setbacks

The Specific Plan establishes building setbacks along the exterior perimeter of the Eisenhower Health Campus and the Betty Ford Center depending on the number of stories a building has. The subject project site is an interior parcel and has no property line along the exterior boundaries of the Eisenhower Medical Center Specific Plan area, therefore no minimum setbacks apply to the proposed pavilion. The project is proposing setbacks of 13'-2" to the north property line which is being developed with a parking lot to serve the Eisenhower Health Campus, 102'-9" to the west property line, 153'-11" to the east property line, and 66 feet of building separation to the south with the existing Barbara Sinatra Children's Center on the same parcel.

Site Grading and Drainage

The exhibit booklet contains a preliminary grading plan (Exhibit Booklet, Page 2) illustrating proposed site grading and drainage improvements. The proposed building has a proposed finished floor of 235.5', while the existing Barbara Sinatra Children's Center has a finished floor of 235.12'. Both the existing and proposed buildings have very similar finished floor heights with a difference of less than half a foot.

The proposed improvements are integrated into an already developed portion of the medical campus and a retention basin is identified south of the proposed pavilion and west of the existing building. Final construction documents shall demonstrate that runoff is managed without adversely affecting existing campus facilities, access routes, or adjacent properties. Final grading, drainage, and hydrology documents shall be submitted for review by the City's Public Works Department and shall comply with applicable City requirements.

Floor/Roof Plan

The project consists of a single-story, 5,940-square-foot pavilion. Floor plans are provided on sheets A2.1 and A2.2 (Exhibit Booklet, Pages 9–10). The floor plan is broken down into two segments, the eastern half includes the visitor waiting room which will have ample natural light with the use of glass block and the pyramid skylight, a conference room, breakroom, and offices. The western half of the floor plan will have additional offices and three new exam rooms.

Roof plans are provided on sheets A6.1 and A6.2 (Exhibit Booklet, Pages 14–15). The roof has a flat design except for three (3) pyramid shaped skylights. There will also be two mechanical equipment areas that will be screened from view.

Parking

The Specific Plan requires that parking serving buildings be conveniently accessible, generally within 600 feet of entrances or otherwise served through approved arrangements. All parking areas within the property will be located less than 600 feet from the entrances of the existing and proposed buildings. Per the Specific Plan, 17 parking spaces are required for the existing building and 5 for the new pavilion, for a combined requirement of 22 parking spaces. The exhibit booklet identifies 47 parking spaces provided following construction, exceeding the stated requirement by 25 parking spaces. The exhibit booklet provides overall parking dimensions and site information on sheet A1.0 (Exhibit Booklet, Page 4).

Electric Vehicle Charging Stations

Section 17.26.030 of the Rancho Mirage Municipal Code requires a certain number of electric vehicle charging stations for new development projects. Based on the total number of parking spaces within the project site one (1) electric vehicle charging station is required. A condition of approval has been added to ensure that it is provided.

Shaded Parking

Section 17.26.070 of the Rancho Mirage Municipal Code establishes a minimum 25 percent parking shade requirement. The exhibit booklet includes a dedicated Parking Shade Plan (Exhibit Booklet, Page 43) and exterior carport elevations (Exhibit Booklet, Page 12). Based on the parking area size of 25,060 square feet, a total of 6,265 square feet is required to be shaded. The project is proposing a total of 6,325 square feet of shaded parking areas, which exceeds the requirement.

ADA Parking

Pursuant to Section 17.26.060 of the RMMC, a proposed project of 26-50 parking spaces shall provide a minimum of two (2) ADA parking spaces. The project meets this requirement by providing six (6) ADA parking spaces, including one van-accessible space.

Architecture

The pavilion is designed as a low-profile, single-story addition to the existing Children's Center campus. The submitted elevations (Exhibit Booklet, Page 11), color and materials board (Exhibit Booklet, Page 13), and renderings (Exhibit Booklet, Pages 16–30) illustrate a contemporary desert-oriented design with warm-toned wall surfaces, prominent shaded entry features, trellis-like structures, glazing, and landscaped pedestrian areas. The architectural treatment is intended to complement the existing institutional campus while providing an identifiable, welcoming entrance for children and families. Various colors and materials are proposed, including plaster in a variety of colors, such as Blonde Wood and Fairmount Gold, split-face veneer in tan and Ladera Brown, and glass block elements. It is worth noting that the same architect has designed both buildings, ensuring compatibility with the original and new structure.

Building Height

The Eisenhower Medical Center Specific Plan allows buildings up to two stories in height at the subject project site. The proposed single-story pavilion will have a maximum height of 20 feet at the top of the pyramid skylight above the lobby; other skylights will have heights ranging from 16'-6" to 18'. For the non-skylight portions the building will have heights ranging 13'-6" to 17'. The proposed pavilion is compatible with the existing Barbara Sinatra Children's Center which has a maximum height of 16 feet and meets all height restrictions.

Accessory Structures

The exhibit booklet depicts two shaded entry structures on the east end of the building next to the entrance and other pedestrian shade structures and proposed carports over 10 parking spaces. Along the southern end of the proposed pavilion a 15 foot tall shade structure extends over the drive aisle to symbolically connect the proposed and existing buildings. The structures are aimed to add interest, connect the properties and provide shade on the campus. The structures meet the Specific Plan height requirements

Landscape

Landscaping is proposed throughout the site and includes a variety of desert-adapted plantings and trees. Some of the larger specimen trees proposed include a 48-inch box Mulga, a 36-inch box Palo Blanco, and a 60-inch box Smoothie Thornless Cascalote. Landscaping shall also comply with applicable water-efficient landscape regulations and the review requirements of the Coachella Valley Water District.

The Eisenhower Medical Center Specific Plan requires a minimum 20 percent landscaped area within a 50-foot perimeter surrounding buildings. The applicant has submitted preliminary overall and detailed landscape plans (Exhibit Booklet, Pages 36–39) and an area-of-landscape exhibit (Exhibit Booklet, Page 42). The project is proposing a 20.75 percent landscaped area (6,778 square feet) within a 50-foot perimeter from the proposed pavilion which exceeds the requirement.

The landscape plans illustrate desert-adapted planting, pedestrian areas, and integrated landscape treatments surrounding the new pavilion and existing facility.

Project Lighting

Policy 11 of the Specific Plan Community Design Element calls for lighting limited to the height, number, and intensity needed for security and identification while preserving the community's night skies. The exhibit booklet includes a photometric plan (Exhibit Booklet, Page 33), fixture cut sheets (Exhibit Booklet, Page 34), and landscape lighting plans (Exhibit Booklet, Pages 40–41). The proposed freestanding light fixtures have a maximum height of 18 feet, which matches the height of other freestanding light fixtures in the vicinity. All lighting will be contained within the Eisenhower Health Campus as conditioned.

ARCHITECTURAL REVIEW WORKING GROUP (ARWG)

On October 5, 2026, the proposed project was presented to the Architectural Review Working Group (ARWG). Staff provided an overview of the proposed project and opened the discussion. The applicant's team discussed their design approach and elaborated on key elements of the project. The ARWG was impressed with the building design and provided minor suggestions regarding the scale and proportions of the eastern shade structures.

FINAL DEVELOPMENT PLAN (FDP)

Prior to the issuance of any building permits, the applicant shall submit a Final Development Plan and pay the requisite fees. The FDP shall include detailed written responses to each of the project's conditions of approval along with final sets of construction, grading, lighting and landscaping plans.

Any revisions that are in substantial compliance with the original project, and do not trigger the need for additional environmental analysis, can likely be reviewed at the staff level through either the FDP process or Minor Modification process. If, however, there are wholesale changes to the project during the FDP review, the applicant shall be required to submit additional applications to modify the entitlement as necessary.

ENVIRONMENTAL DETERMINATION

This project is in substantial compliance with the Eisenhower Medical Center Specific Plan Amendment #3 whereby future development projects which are consistent with this Specific Plan will require no further environmental documentation, or focused environmental analysis and action as documented in Section 15162 of the CEQA Guidelines (Subsequent EIR's and Negative Declarations). All mitigation measures required by the EIR are incorporated as part of the Specific Plan. This project is also categorically exempt from the California Environmental Quality Act pursuant to Section 15332 - Infill Development Projects. The project site is approximately 2.97 acres, which is under the 5-acre limit and is within the already developed Eisenhower Health Campus in an urban setting. The project meets all of the requirements to be categorized as an Infill Development Project.

A Notice of Exemption will be filed with the Riverside County Clerk once a final determination has been made by the City Council.

NOTICING REQUIREMENT

Rancho Mirage Municipal Code Section 17.74.020, Hearing and notice, requires that all property owners, as shown on the county's latest equalized assessment roll, within a 500-foot radius of the boundaries of the subject parcel(s) be notified of matters requiring a public hearing. If the number of property owners to whom the notice would be mailed to is less than 25, then the mailing radius is required to be increased to 1,000 feet as measured from the exterior boundaries of the subject parcel.

On October 7, 2026, public hearing notices were mailed to property owners within a 1,000-foot radius of the parcel boundaries and posted at the City's designated community posting sites pursuant to the requirements of Chapter 17.74 of the Municipal Code. Notification of the public hearing was published in The Desert Sun on October 11, 2026. Any information addressed to the Planning Commission, but received after completion of this final report, will be distributed at the public hearing. No comments have been received as of the publication date of this report.

FINDINGS

Mandatory Findings for Approval of a Specific Plan Development Plan Permit (Per Eisenhower Specific Plan)

1. The proposed project is compatible with other projects in the Specific Plan area; **the proposed project meets all specific plan requirements and is compatible in terms of design, height, and landscaping to other projects primarily the existing 12,500 square foot Barbara Sinatra Children's Center, which is located immediately south of the proposed 5,940 square foot pavilion. The pavilion is proposed to be connected with dedicated walkways and a large shade structure over the parking lot separating the buildings;**
2. The proposed project will not have an adverse impact on the public health, safety, or welfare; **as proposed the project will not create any negative impacts to health and safety. The site is existing and is being modified to develop the proposed 5,940 square foot pavilion and associated site improvements. The project site will also have a new connection to the parking lot being developed north of the project site for Fire Department access via a locked gate further improving circulation for emergency services; and**
3. The proposed project is compatible with the regulations and design guidelines of the EMC Specific Plan and the proposed use conforms to the General Plan and implementing Ordinances. **The project complies with all applicable provisions of the EMC Specific Plan and conforms to the General Plan since a medical use is proposed in the underlying Hospital (P/H) land use designation. The project meets all Specific Plan Requirements.**

Major Modification Case No. MOD25-0032

The proposed development:

1. Is allowed within the respective zoning district, **because the project proposes to construct a single story 5,940 square foot building that will complement the existing Barbara Sinatra Children's Center. The proposed use is one permitted within the subject Hospital zoning district (P/H) and complies with all applicable provisions of the Municipal Code and the Eisenhower Medical Center Specific Plan;**
2. Is in compliance with all of the applicable provisions of Title 17 in the Rancho Mirage Municipal Code that are necessary to carry out the purpose and requirements of the respective zoning district, including prescribed development standards and applicable design guidelines, **because the project, as proposed and conditioned, meets the requirements of the Rancho Mirage Municipal Code and the Eisenhower Medical Center Specific Plan. The project meets and exceeds development standards and guidelines including lot coverage, parking, landscaping, and height requirements;**
3. Consistent with the General Plan and Eisenhower Specific Plan, **because the project proposes a medical use within the underlying Hospital (P/H) designation and complies with all applicable standards of the Eisenhower Medical Center Specific Plan. The site is existing and the use is remaining the same since the new 5,940 square foot pavilion will expand the capacity of the Barbara Sinatra Children's Center;**
4. The proposed project would produce a comprehensive development incorporating a more enhanced environment and architectural excellence (e.g., appropriate variety of structure placement and orientation opportunities, appropriate mix of structure sizes, high quality architectural design, increased amounts of landscaping and open space, improved solutions to the design and placement of parking facilities, etc.) than would normally be possible under more standard district development requirements, **the project exceeds the landscape requirements, is under the allowable lot coverage, takes into account the surrounding properties and existing site conditions, and enhances circulation between the existing and proposed building;**
5. The design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle access and public services and utilities (e.g., drainage, fire protection, sewers, water, etc.), would ensure that the proposed development would not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or welfare, or injurious to the property or improvements in the vicinity and the applicable zoning district, **because the project site will retain key circulation roads and will also have a new connection to the parking lot being developed north of the project site for Fire Department access further improving circulation for emergency services. As proposed the project will not create a hazard or cause impacts to utilities;**
6. Meets the criteria for payment of all of the Development Impact Mitigation Fees imposed upon new nonresidential construction in accordance with Chapter 3.29 of the Rancho Mirage Municipal Code; **because**

the project proposes the construction of a new 5,940-square-foot nonresidential building that will be subject to all applicable Development Impact Mitigation Fees pursuant to Chapter 3.29 of the Rancho Mirage Municipal Code. Payment of applicable fees will be required prior to building permit issuance.

7. The design, location, and proposed uses would be compatible with the character of existing development in the surrounding neighborhood, **because the project, as proposed and conditioned, meets all development requirements of both the Eisenhower Medical Center Specific Plan and Municipal Code. The project is consistent with the existing medical campus and its design ensures compatibility with the surrounding buildings including the existing 12,500 square foot Barbara Sinatra Children's Center through the use of architecture and site design;**
8. The subject site is physically suitable for the type and density/intensity of development being proposed, **because the project complies with the Eisenhower Medical Center Specific Plan and applicable provisions of the Rancho Mirage Municipal Code. The project is under the lot coverage maximums for the parcel where the new building will be located, and the proposed one story building heights comply with the Eisenhower Specific Plan; and**
9. The proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA); **the project is exempt from CEQA pursuant to CEQA Guidelines Section 15162 since the project is in substantial conformance with the Eisenhower Medical Center Specific Plan and EIR prepared for the Third Amendment. In addition, the project site that is being modified measures approximately 2.97 acres and all utilities have already been provided as the site is existing and is simply being modified with a new 5,940 square foot pavilion and associated site improvements, therefore the project also qualifies for**

Attachments

Attachment 1 - Aerial Photo
Attachment 2 - Conditions of Approval
Attachment 3 - Public Hearing Notice
Attachment 4 - Draft Notice of Exemption
Attachment 5 - Exhibit Booklet

Pavilion for Child and Adolescent Health at the Barbara Sinatra Children's Center
Major Modification Case No. MOD25-0032



CONDITIONS OF APPROVAL

Environmental Assessment Case No. EA25-0008 and Major Modification Case No. MOD25-0032 ("Project")

Special conditions (or portions thereof) are designated in **bold.**

GENERAL

1. This Major Modification approval shall be effective for one (1) year from the date of City Council approval, or unless extended as provided by 17.68.070 of the Rancho Mirage Municipal Code. Building and Engineering Permits are required to be obtained by the applicant within one year of the project approval. If no permits have been obtained, the application will expire and become null and void.

2. The proposed project shall substantially conform to the Planning Division's approved exhibits, including the materials board as contained in **Major Modification Case No. MOD25-0032.** The applicant shall not misconstrue this as an approval to obtain a Building Permit at this time. Applicable structural and conformance plan check procedures, along with Public Works Department requirements, must be completed and approved prior to the issuance of a Grading or Building Permit. Should the plans be modified from the design approved by the City Council, the applicant/property owner shall submit a Minor Modification application to the Planning Division for review and approval as required by the Rancho Mirage Municipal Code (RMMC).

3. Prior to issuance of any permits, the applicant shall acknowledge that the approved project and any or all proposed modifications to the approved project shall be completed in accordance with applicable City Ordinances, Guidelines, and other requirements in effect at the time of building permit issuance.

4. The approval will not become effective until the approval letter is signed and returned to the Planning Division.

5. The Conditions of Approval set forth herein may include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d)(1), these Conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions. You are hereby further notified that the 90-day approval period in which you may protest these fees, dedications, reservations, and other exactions, pursuant to Government Code Section 66020(a), has begun.

6. Prior to occupancy, all mechanical equipment shall be architecturally screened by walls from the view of surrounding properties and public right-of-way(s). The screening wall material(s), color(s), and texture(s) shall match the structure or perimeter wall. Mechanical equipment shall not be located in the front setback area. Roof-mounted mechanical and solar equipment shall be screened from the street.

7. All walls shall follow RMMC Section 17.20.070 **and the Eisenhower Medical Center Specific Plan requirements**. Wall pilasters shall not exceed six inches above the

maximum wall heights. All walls shall be architecturally treated on both sides to be compatible with the structure.

FINAL DEVELOPMENT PLAN REQUIRED

8. A Final Development Plan application (FDP) shall be required prior to issuance of any grading or building permits (application on file with the Planning Division). The Final Development Plan (FDP) shall include a complete set of Building Construction Plans, Final Lighting Plans (including cut-sheets with Photometric Plan), Precise Grading Plan, Wall Plans, Final Landscaping and Irrigation Plans, a written response to the project Conditions of Approval, and any other requirements as listed in the Final Development Plan application.

9. The Development Services Director shall consider the Final Development Plan Permit application. He or she may approve a Final Development Plan permit if it substantially conforms to the Preliminary Development Plan and associated Conditions of Approval.

10. The approved Preliminary Development Plan may be modified only with City approval in a manner pursuant to Section 17.42.120 (Modification of a Development Plan Permit). Minor modifications to an approved Preliminary/Final Development Plan may be considered by the Development Services Director.

11. The project shall be completed in accordance with the Ordinances, requirements, guidelines and other criteria in effect at the time of construction.

FINAL DEVELOPMENT PLAN – LIGHTING

12. All exterior lighting shall be shown on the Final Development Plan and shall be low-level directed lighting, energy-efficient and shielded or recessed so that direct glare and reflections are confined within the boundaries of the subject site. All pole or building mounted lighting shall be directed downward and away from adjoining properties and public right of way. Lighting shall not blink, flash, or be of unusually high intensity or brightness. All lighting fixtures shall be appropriate in scale, intensity, and height to the building and shall be subject to review and approval by the Planning Division. A photometric plan shall be required as a part of the Final Development Plan application

OTHER

13. All green waste shall be disposed of at a permitted composting facility.

14. The applicant shall undertake or cause to be undertaken such action or actions as are necessary to permit and/or otherwise accommodate the implementation of recycling services. Such action or actions may include, but are not limited to: designating and providing adequate area at convenient locations with appropriate access for the placement of dumpsters and/or bin sets; constructing permanent enclosures that meet all requirements of the Code of the City of Rancho Mirage for each dumpster and/or bin set; providing for the security of each dumpster to discourage scavenging, and; providing adequate indoor area at convenient locations for the collection and short-term storage of

recyclables. The applicant shall submit a "Recycling Program" that has been reviewed by an agent of the City, which, at a minimum, explains, states or otherwise defines: (1) recyclables generated by type; (2) estimate by pounds for each recyclable generated; (3) number of dumpsters and/or plastic bin sets (one set equals three "baskets") needed to accommodate estimated recyclables; (4) location of each dumpster (may be identified on a map attached as an exhibit); (5) method of collection such as curbside at each residential unit or at rear of property by dumpster, etc.; and (6) pick-up schedule for recyclables. The applicant shall provide other such information as may be necessitated by the development proposal.

15. The development shall comply with the requirements of Assembly Bill AB341 which mandates recycling for all new commercial developments. Recycling containers shall be sized in accordance with the anticipated need as approved by the City's contracted waste hauler. **The applicant shall also participate in the Burrtec Organic and Food Waste Recycling program.** Recycling bin enclosures shall be located and architecturally screened in accordance with the Rancho Mirage Municipal Code as approved by Staff.

16. As part of the FDP submittal, the applicant shall obtain a letter of compliance/approval from the City's contracted Waste Hauler (Burrtec) for the design of their trash bin enclosures. Said enclosures shall be designed to accommodate trash, recycle, and organic waste receptacles as required by State law.

17. All water features shall be maintained in compliance with Ordinance No. 844.

PLANNING

HARDSCAPE, LANDSCAPE AND SCREENING

18. In conformance with Rancho Mirage Municipal Code Chapter 17.24, a complete set of on-site and off-site Landscaping Plans and installation schedules shall be required for all public and private street parkway areas between any curb and the right of way line or perimeter wall, including any common areas, and shall be submitted to, and approved by the Planning Division prior to issuance of a building permit.

19. The plans shall be submitted as a Landscape Documentation Package in accordance with Ordinance No. 990. Such Plan(s) shall be consistent with the Preliminary Landscape Plan, and the applicant shall provide evidence that the landscape plan has been reviewed and approved by the Riverside County Office of the Agricultural Commissioner and the Coachella Valley Water District (CVWD) prior to issuance of permits as a component of the Final Development Plan (FDP) or conformance check.

20. Where perimeter walls are shown on the development plan they shall be designed with aesthetic relief and be of high-quality architectural design to complement adjacent developments, subject to approval of a Preliminary Development Plan application. In accordance with the Community Design Elements, the landscaped parkway and perimeter wall along all property lines shall be aesthetically enriched and subject to approval of planning staff, with Architectural Review Working Group review as deemed necessary. All top of wall elevations and adjacent finish grade elevations for the project perimeter and entry walls shall be subject to review and approval by the Planning Division

and City Engineer.

21. The final landscaping and irrigation plans shall incorporate the use of Evapotranspiration (ET) irrigation "smart" controllers which shall include automatic water scheduling, rain and temperature sensors. Prior to a final inspection, the landscape contractor shall verify in writing with Planning staff that controllers have been installed, are correctly programmed, and operate with these features. More information on smart controllers can be found at www.irrigation.com.

22. Landscaping, Wall and Grading Plans shall demonstrate that all electrical distribution lines, electrical transformers, utility pads, cable TV and phone boxes, and similar utility fixtures will be screened, pursuant to Chapter 17.20 of the Rancho Mirage Municipal Code and/or installed underground if required **pursuant to Chapter 12.16 (Underground Utility Lines)**.

LANDSCAPE VERIFICATION

23. The project landscape architect shall submit written verification that the landscaping and irrigation has been installed per the approved landscape plan.

24. Water efficient landscaping shall be maintained in compliance with Chapter 17.24 (Landscaping Standards) of the Rancho Mirage Municipal Code.

25. All roof vents and plumbing stacks shall be routed to the interior side and/or rear of the structure so as to not be seen from the front building elevation. All vents and stacks shall be of a color compatible with the Planning approved building color(s) and have non-reflective surfaces.

26. Pursuant to Ordinance No. 1101, the applicant shall submit landscape plans to the Planning Division prior to requesting a final inspection. The applicant shall provide a copy of the CVWD approved landscape plans to the Planning Division prior to requesting a final inspection.

27. Prior to issuance of a Building Permit, the applicant shall provide evidence that the landscape plan has been reviewed and approved by the Riverside County Office of the Agricultural Commissioner (760-342-5070).

28. Per RMMC Sections 17.26.070 and 17.18.050, all lighting shall be designed and located to confine direct light within the subject project boundaries, with no light to surrounding properties. Exterior lighting shall be shielded or recessed in order that direct glare and reflections are confined within the boundaries of the subject property and shall be directed downward and away from adjoining properties and public rights-of-way. Lighting shall not be of unusually high intensity or brightness. All lighting fixtures shall be appropriate in scale, intensity, and height to the use they are serving. **Candlelight measurements on all exterior property lines of the Eisenhower Medical Center campus shall show a zero foot candlelight on the project's final photometric plan.**

OTHER

29. **All applicable conditions of approval and mitigation measures set forth in the Eisenhower Medical Center Specific Plan and the Environmental Impact Report prepared for the Third Amendment shall be complied with as part of this project.**

30. **Should human remains be discovered during construction of the proposed project, the project coordinator would be subject to either State Law regarding the discovery and disturbance of human remains or the Tribal burial protocol. In either circumstance all destructive activity in the immediate vicinity shall halt and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5. If the remains are determined to be of Native American origin, the Native American Heritage Commission (NAHC) shall be contacted. The NAHC will make a determination of the Most Likely Descendent (MLD). The City and Developer will work with the designated MLD to determine the final deposition of the remains.**

31. **All pole mounted lights shall not exceed 18 feet in height, shall be fitted with full cut-off glare shields, and shall be Dark Sky compliant.**

32. **One (1) electric vehicle charging space shall be provided within the project site, prior to a Planning Division final inspection.**

33. **A traffic control plan for traffic routing during construction of the building shall be prepared.**

34. **There shall be no cacti or other spiny vegetation within three feet of pedestrian walkways for public safety.**

35. **All of the proposed new parking and circulation improvements shall be installed to the satisfaction of the Planning Division and City Engineering, prior to occupancy or use of the building.**

36. **Noise levels for the project site shall comply with Chapter 8.45 (Noise) of the Rancho Mirage Municipal Code.**

PUBLIC WORKS

Prior to issuance of Grading Permits, or prior to Final Map approval if there is one, or as otherwise defined below, the following Conditions shall be satisfied:

FORMATION AND/OR ANNEXATION TO CFD

37. Pursuant to Ordinance №485 the applicant shall provide evidence that formation of, or annexation to a Communities Facilities District (CFD) No. 1 –Police and Fire services - to pay the City annually for public service costs associated with this project has been initiated. This requires the submittal of an application fee, the preparation of a boundary map, and 6-8 weeks processing time. The applicant is advised to begin the application process as soon as possible, because the CFD annexation must occur prior to issuance of Grading Permits, or prior to Final Map approval if there is one.

STUDIES AND CALCULATIONS REQUIRED

38. The applicant shall submit a soils report, geological and hydrology studies, and hydraulic calculations, as required by the City Engineer, prior to approval of the Grading Plan.

GRADING & DRAINAGE PLAN

39. The applicant shall be required to submit a grading and drainage plan prepared by a licensed civil engineer to the City Engineer for plan check and approval. The grading and drainage plan shall be consistent with any and all conditions of approval associated with any applicable subdivision map and any Development Permit entitlements issued for the subject project by the City or any other responsible public agency. The grading and drainage plan shall conform to all city policies, standards and regulations applicable to the project. In addition, if the project involves grading and drainage issues related to Coachella Valley Water District (CVWD) facilities, written evidence of the District's approval shall be included with the submittal required by the City of Rancho Mirage.

STORMWATER RETENTION

40. The grading of the project shall be designed such that all storm water to the level of a 100 year frequency storm; worst case of the 1, 3, 6, or 24 hour duration, shall be retained on site **or within the EMC campus.** Per Municipal Code Section 15.64.140.B, if the project is less than 1 acre or if it is south of the Whitewater Flood Channel, the grading of the project may be designed for the drainage to be conveyed to an "acceptable disposal site as determined by the City Engineer". Surface streets are not considered "an acceptable disposal site" for common "nuisance water" from sprinklers and cleaning. Therefore, at a minimum, all projects shall make provisions to absorb such "nuisance water" to the satisfaction of the City Engineer. A Hydrology/Hydraulic Report, in accordance with the Riverside County Hydrology Manual, shall be submitted from a Registered Civil Engineer, showing how this stormwater is handled.

WQMP

41. Whether they are in areas that must retain 100% stormwater or not, all discretionary projects that meet any of the following criteria must submit "Project-Specific Water Quality Management Plans (WQMP)" in accordance with Appendix H of the Whitewater River Region Storm Water Management Plan (SWMP) available at: http://content.rcflood.org/NPDES/WhitewaterWS.aspx
    - A.) "single family hillside residences that create 10,000 square feet or more of impervious area where natural slope is 25% or greater;
    - B) single-family hillside residences that create 10,000 square feet of impervious area where the natural slope is 10% or greater where erosive soil conditions are known;
    - C.) Commercial and industrial developments of 100,000 square foot or more;
    - D.) Automotive repair shops [includes Standard Industrial Classification (SIC) codes 5013, 7532, 7333,7534, 7537, 7538, and 7539];
    - E.) Retail gasoline outlets disturbing greater than 5,000 square feet;

F.) Restaurants disturbing greater than 5,000 square feet;
G.) Home subdivisions with 10 or more housing units;
H.) Parking lots of 5,000 square feet or more or with 25 or more parking spaces and potentially exposed to Urban Runoff; or
I.) Discharge into the MS4 (aka Municipal Storm Drain System) and disturb an area of one acre or more, or disturb less than one acre, but are part of a larger common plan of development or sale (referred to as Other Development Projects)

If any of the above criteria exist, or at the discretion of the City, a Final WQMP shall be required prior to permit issuance, with Recording of a Covenant, or other approved mechanism, establishing the WQMP as a Public Record that shall apply upon occupancy, and continuing forward, to all future operators/residents of the project. Any approved design modifications that take place during construction shall be documented and incorporated into the Recorded WQMP Covenant prior to occupancy. **A WQMP will be required for this project.**

STREET IMPROVEMENTS

42. Private Streets/Parking Lots

i. Private street and/or parking lot paving shall consist of a minimum of 3" A.C. paving over 4" of compacted Class II aggregate base material. On private streets and parking lots, and as may be required by a condition of approval, decorative concrete or other surfacing materials shall be reviewed by Public Works for conformance to Public Works standards**.**

ii. On private streets and parking lots, non-standard curb and gutter maybe acceptable if the City's standard drainage criteria is satisfied, and the specific non-standard curb and gutter is approved by the Department of Public Works.

iii. The parking lot design and construction shall be completed in accordance with the City of Rancho Mirage standards and codes unless superseded by more stringent requirements from the State or Federal ADA guidelines. Such design shall include demonstration of adequate fire and delivery truck turning movements.

iv. In accordance with Municipal Code 17.26.070(d), all required off-street parking areas shall be designed so that surface water shall not drain over any sidewalks or adjoining parcels.

v. Private streets within the project shall be constructed with a minimum two-way travel way of 36 feet. Any median islands shall have a minimum of 24 feet clearance on either side of them. Private street paving shall consist of a minimum of 3" A.C. paving over 4" of compacted Class II aggregate base material.

DEDICATION OF DRAINAGE EASEMENTS

43. All easements for drainage facilities necessary to accommodate the final approved Grading and Drainage Plan shall be offered for dedication to the appropriate serving agency. Such offer shall be done by separate documents, or incorporated on the Final Map, if there is one, or as required by the City Engineer.

UNDERGROUND UTILITIES REQUIRED

44. All existing or proposed Southern California Edison, General Telephone, CATV, or other overhead service facilities, shall be installed underground in accordance with the provisions of Section 12.16 of the Rancho Mirage Municipal Code. The undergrounding installation of all existing or proposed overhead distribution utility lines shall be completed and/or appropriate guarantee arrangements shall be entered into for any structure constructed pursuant to this approval as required by the City Engineer. Such guarantee arrangement shall be approved by the City administrative staff and the City Attorney and shall include the posting of improvement security adequate to secure the periphery of the subject property; and as identified above and as required in Section 12.16 of the Rancho Mirage Municipal Code.

SANITARY SEWER SYSTEM

45. A sanitary sewer system shall be required and shall be installed in accordance with the provisions established and set forth by the regulations of the Coachella Valley Water District, the Riverside County Department of Public Health, and/or the regional Water Quality Control Board. All necessary easements shall be provided.

DOMESTIC WATER SYSTEM

46. A domestic water system shall be required and shall be installed in accordance with the provisions established and set forth by the regulations of the Coachella Valley Water District, the Riverside County Department of Public Health, and/or the regional Water Quality Control Board. All necessary easements shall be provided.

LAQMP

47. The applicant shall prepare a Local Air Quality Management Plan (LAQMP) pursuant to Ordinance № 855, Municipal Code Chapter 7.01. Said LAQMP shall detail the project's potential impacts upon the air quality of the area and any necessary mitigation measures, and shall be submitted to the Public Works Department for review and approval prior to the issuance of the Grading Permit. For ease of preparing a LAQMP, the applicant may contact the Public Works Department regarding use of the LAQMP worksheet. Projects over 10 acres shall also submit the 8.5x11 format Dust Control Plan Required by the South Coast Air Quality Management District for review by the City. At the time of payment of the

permit fees the developer shall submit a "dust control deposit" to be determined from the acreage and the current fee schedule.

SWPPP / NOI

48. Prior to issuance of Grading Permits, the Property Owner shall submit the completed NOI **(Notice Of Intent)** form and site plan with the appropriate fee, to the State Water Quality Control Board for the General Construction Activity Storm Water Permit. The WDID number issued shall be placed on the cover sheet of the Grading Plans as Proof of Submittal. **The SWPPP promised by the NOI is required to be kept on the project site and may be requested for viewing by City or Water Quality Control Board personnel.**

CONSTRUCTION IMPROVEMENT AGREEMENT

49. The construction of all required public and private improvements, including but not limited to landscaping, sewer, water, curb and gutters, paving, drainage facilities, and other required improvements shall be completed prior to occupancy of any structure and/or the owner shall enter into an agreement, acceptable to the City, ensuring the construction of such improvements within eighteen (18) months of project approval or City Council approval of the Final Map, if there is one.

WRITTEN VERIFICATION

50. Prior to release of bonds or financial guarantees, the applicant or his successor shall provide written verification that the improvements have been installed in accordance with the approved plans.

AS-BUILT PLANS

51. A complete set of "As-Built" Grading, Sewer, Water, Landscaping, Street, Storm Drain and all other required improvement plans shall be submitted by the engineer of record for review and approval, prior to any occupancy.

PROPERTY CONFIGURATION

52. If processed concurrently with a PDP application, a subdivision map shall be processed and recorded. Other types of projects shall confirm that the property is already appropriately configured, or may adjust the property through Subdivision Map, Parcel Merger or Lot Line Adjustment as needed, with written authorization provided by the Planning and Engineering Divisions.

SECURITY

53. In accordance with the request of the Rancho Mirage Police Chief, the site shall be fenced and gated for security purposes. Screening material shall be placed on the fence to help block blowsand and to block views through the fence. If necessary, the applicant shall provide a state licensed private security officer during the time construction workers are not onsite

PAD CERTIFICATION

54. Prior to release of Building Permits, a Pad Certification submitted from a Licensed Land Surveyor or Civil Engineer, attesting to the elevation matching the rough grade pad elevation shall be submitted to validate the rough grading completion.

COMPACTION REPORT

55. Prior to the release of Building Permits, the Lot (s) for the building(s) shall have a compaction report submitted from a Geotechnical Engineer attesting to the buildable pad being compacted at least 90% of maximum relative density. If any over-excavation, or slopes steeper than 2:1, are needed for the building pad, a Geotechnical Engineer shall submit a document attesting to the acceptability of this non-standard earthwork in accordance with the recommendations of the preliminary soil report.

BUILDING AND SAFETY

TUMF FEE

56. The applicant shall pay to the Building Division the Transportation Uniform Mitigation Fee in effect at the time the Building Permits are issued.

LICENSE TAX FOR NEW CONSTRUCTION

57. The applicant shall pay to the Building Division the License Tax for New Construction pursuant to Chapter 3.28 of the Municipal Code and Capital Facilities Needs Study to mitigate the impact of the development on said capital facilities.

DEVELOPMENT IMPACT FEES

58. The applicant shall pay the commercial Development Impact Fees as a reasonable and proportional share of the cost of public facilities and infrastructure improvements that serve or will benefit the project in accordance with Chapter 3.29 of the Rancho Mirage Municipal Code.

PAD CERTIFICATION

59. Prior to release of Building Permits, a Pad Certification submitted from a Licensed Land Surveyor or Civil Engineer, attesting to the elevation matching the rough grade pad elevation shall be submitted to validate the rough grading completion.

COMPACTION REPORT

60. Prior to the release of Building Permits, the Lot (s) for the building(s) shall have a compaction report submitted from a Geotechnical Engineer attesting to the buildable pad being compacted at least 90% of maximum relative density. If any over-excavation, or slopes steeper than 2:1, is needed for the building pad, a Geotechnical Engineer shall submit a document attesting to the acceptability of this non-standard earthwork in accordance with the recommendations of the preliminary soil report.

OPERATIONAL FIRE HYDRANT

61. In accordance with the Fire Marshall's directives, Building Permits shall not be issued

until an acceptable fire hydrant is operational and active within the required distance of the project.

AUTOMATED EXTERNAL DEFIBRILLATOR

62. The Project shall provide one (1) Automated External Defibrillator (AED) device reasonably distributed in the public areas. The location of the AED's shall be shown on the construction plans, approved by the Building Official and installed prior to occupancy.

CONSTRUCTION AND DEMOLITION DEBRIS PLAN

63. In conformance with Rancho Mirage Municipal Code Chapter 7.07, construction and demolition debris from the project must be diverted from landfill and either recycled or reused to the maximum extent feasible. The applicant shall have prepared a Construction and Demolition Debris Plan (C&D Debris Plan) that shall be submitted to the Planning Division for review and must be approved by the City's Compliance Officer prior to the issuance of any development, building, grading or demolition permit. For ease of preparing the C&D Waste Diversion Plan, the applicant may contact the Planning Division to obtain the outline and format for the Plan.

PERMITS & CLEARANCES

64. The applicant shall provide evidence of permit(s) or clearance(s) from the following agencies:
    - City Engineer
    - County Dept. of Environmental Health
    - Rancho Mirage Planning Division
    - Coachella Valley Water District
    - Burrtec
    - Palm Springs Unified School District
    - Fire Marshal
    - City Attorney
    - SCAQMD
    - Southern California Edison

CITY ATTORNEY – PRIOR TO THE ISSUANCE OF BUILDING PERMITS THE FOLLOWING CONDITIONS SHALL BE SATISFIED:

65. The applicant shall defend, indemnify and hold harmless the City, its agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this permit approval. The City shall notify the applicant of any claim, action, or proceeding and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action or proceeding, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the city.

66. The applicant shall reimburse the City for any court and attorney's fees which the City may be required to pay as a result of any claim or action brought against the City because of this project. Although the applicant is the real party in interest in an action, the City

may, at its sole discretion, participate in the defense of the action, but such participation shall not relieve the permittee of any obligation under this Condition.

67. Written authorization must be obtained from any certified, licensed or registered professional who signed the original building plans authorizing the plans to be made available by the City to all subsequent owners upon request (if on file with the City at the time of the request) for use by any subsequent owners solely for the construction, maintenance, operation, and use of the subject building(s) at the project site.

68. In the event that the applicant receives a notice of default from any lender in connection with funds loaned to the applicant for the proposed development, or that any security instrument given by the applicant to any lender is foreclosed upon whether through a trustee's sale or otherwise, or that the applicant files a petition for bankruptcy, the applicant shall immediately notify the City of such notice of default, foreclosure sale, and/or filing of the bankruptcy petition, as the case may be.

69. The current and future property owner(s) shall be responsible for maintaining in compliance with all City standards for the same, the on-site and off-site landscaping and integrated architectural features required by this entitlement. Landscape maintenance shall consist of regular watering mowing, pruning, fertilizing, clearing of debris and weeds, and the removal and replacement of irrigation systems, in compliance with all relevant and applicable provisions of the Rancho Mirage Municipal Code. Integrated architectural features must be kept in a manner which maintains the desirability of the immediate area and neighboring areas and respects the harmonious relationship with existing and adjoining developments. Due regard for preservation of each feature and its intended irrigation with surrounding landscaping, buildings, structures, screening and signs is required. All features must be maintained in a manner commonly accepted by professionals who are experts in the care and preservation of each particular type of feature. A covenant to assure continued maintenance of on-site and off-site required landscaping and integrated architectural features by the **current and future** property owners or other liable entity, consistent with the terms and provisions of this condition of approval, shall be prepared in a format approved by the City Attorney and recorded in the Office of the Riverside County Recorder against all parcels created with this subdivision and any subsequent amendments thereto.

FIRE MARSHAL

70. Adverse Impacts: The proposed project may have a cumulative adverse impact on the Fire Department's ability to provide an acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased presence of structures, traffic and population. The project proponents/developers will be expected to provide for a proportional mitigation to these impacts via capital improvements and/or impact fees.

71. Access: Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, City of Rancho Mirage Municipal Code, and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

72. Water: Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code, City of Rancho Mirage Municipal and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

CITY OF RANCHO MIRAGE

Planning Division
69-825 Highway 111
Rancho Mirage, CA 92270
Planning@RanchoMirageCA.gov
(760) 328-2266

PUBLIC HEARING NOTICE

PLANNING COMMISSION MEETING
Thursday, October 22, 2026 – 2:00 p.m.

Environmental Assessment Case No. EA25-0008 & Major Modification Case No. MOD25-0032 - Pavilion for Child and Adolescent Health at the Barbara Sinatra Children's Center ("Project")

Applicant: Barbara Sinatra Children's Center at Eisenhower Health

Request: Consideration to construct a 5,940-square-foot one story Pavilion located north of the existing Barbara Sinatra Children's Center that will expand the Center's capacity to provide medical and support services for children and adolescents. The modification also includes the development of new parking, landscaping, and associated site improvements.

Location: 39000 Bob Hope Drive (APN: 685-270-011)

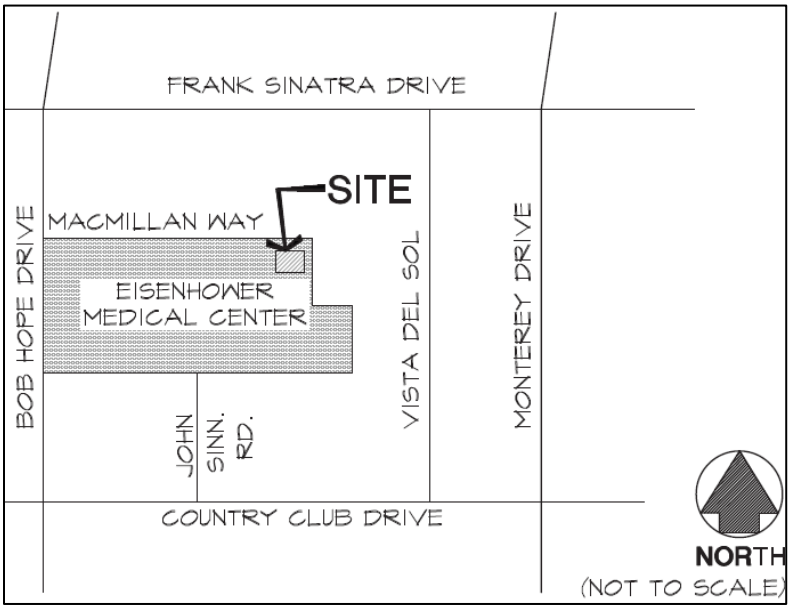
NOTICE IS HEREBY GIVEN that a Public Hearing will be held before the City of Rancho Mirage Planning Commission regarding consideration of the above referenced Project pursuant to Rancho Mirage Municipal Code Title 17. Pursuant to the provisions of the California Environmental Quality Act (CEQA), Section 15162, the previously adopted Environmental Impact Report for the Eisenhower Medical Center Specific Plan is still valid. This project is also categorically exempt from CEQA pursuant to Section 15332 (Infill Development Projects). No further environmental review is required.

The Public Hearing will be held on Thursday, October 22, 2026, at 2:00 p.m., in the Council Chamber, 69-825 Highway 111, Rancho Mirage, California, at which time and place pertinent testimony will be heard. The file, including all environmental information, is available for public inspection at City Hall, Monday through Friday, between 8 a.m. and 5:00 p.m., and will be posted on the City's website with the publication of the Planning Commission Agenda, to be posted at least 72 hours prior to the meeting.

Written testimony may be submitted to the City Clerk via email to CityClerk@RanchoMirageCA.gov, or mailed to City of Rancho Mirage, ATTN: City Clerk, 69-825 Highway 111, Rancho Mirage, CA 92270. Written testimony must be received no later than 11:00 a.m. on the day of the meeting to be considered by the Planning Commission.

GOVERNMENT CODE § 65009 NOTICE: If you challenge this proposed activity in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the Planning Commission sufficiently prior to the Public Hearing to enable its consideration by them.

Vicinity Map – Not to Scale



CITY OF RANCHO MIRAGE ©

Development Services Department
69-825 Highway 111
Rancho Mirage CA 92270

Phone 760/328-2266 Fax 760/324-9851

NOTICE OF EXEMPTION

To: ☒ Office of Land Use and Climate Innovation
1400 10th Street
Sacramento, CA 95812

☒ Riverside County Clerk
P.O. Box 751
Riverside, CA 92501

Project Title/Case Nos. Environmental Assessment Case No. EA25-0008 and Major Modification Case No. MOD25-0032

Project Location:
39000 Bob Hope Drive
Rancho Mirage, CA 92270
APN: 685-270-011

Applicant/Representative:
Barbara Sinatra Children's Center
at Eisenhower Health
39000 Bob Hope Drive
Rancho Mirage, CA 92270

Project Description:
Approval to construct a 5,940-square-foot one story Pavilion located north of the existing Barbara Sinatra Children's Center that will expand the Center's capacity to provide medical and support services for children and adolescents. The modification also includes the development of new parking, landscaping, and associated site improvements.

Name of Public Agency Approving Project:
City of Rancho Mirage

Name of Person or Agency Carrying Out Project:
Ben Torres
Planning Manager

Exempt Status: (check one)

☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency [Sec. 21080(b)(3); 15269(a)]
☐ Emergency Project [Sec. 21080(b)(4); 15269(b)(c)];
☐ Statutory Exemption; Code № _____
☒ Categorical Exemption. State type and Section number: CEQA Guidelines, Section 15332 Class 32 and Section 15162.

Reasons why project is exempt: This project is in substantial compliance with the Eisenhower Medical Center Specific Plan (Amendment #3) whereby future development projects which are consistent with this Specific Plan will require no further environmental documentation, or focused environmental analysis and action as documented in Section 15162 of the CEQA Guidelines (Subsequent EIR's and Negative Declarations). All mitigation measures required by the EIR are incorporated as part of the Specific Plan. This project is also categorically exempt from the California Environmental Quality Act pursuant to Section 15332 - Infill Development Projects. The project site is approximately 2.97 acres, which is under the 5-acre limit and is within the already developed Eisenhower Medical Center Campus in an urban setting. The project meets all of the requirements to be categorized as an Infill Development Project.

Lead Agency Contact Person: Ben Torres, Planning Manager **Telephone No.** (760) 328-2266

Date: _____

_____
Ben Torres, Planning Manager

☒ **Signed by Lead Agency** **Date Received for filing at OPR:** _____

DRAFT

PAVILION FOR CHILD AND ADOLESCENT HEALTH
AT THE
BARBARA SINATRA CHILDREN'S CENTER



Major Modification Case No. MOD25-0032 and Environmental Assessment Case No. EA25-0008

UA DESIGN CONSULTING
25219 FJERDINGREN PLACE
CUSTER, SD 57730
(760) 409-8786
Frank@uadesignconsulting.com

Cover Sheet - Proposed Project

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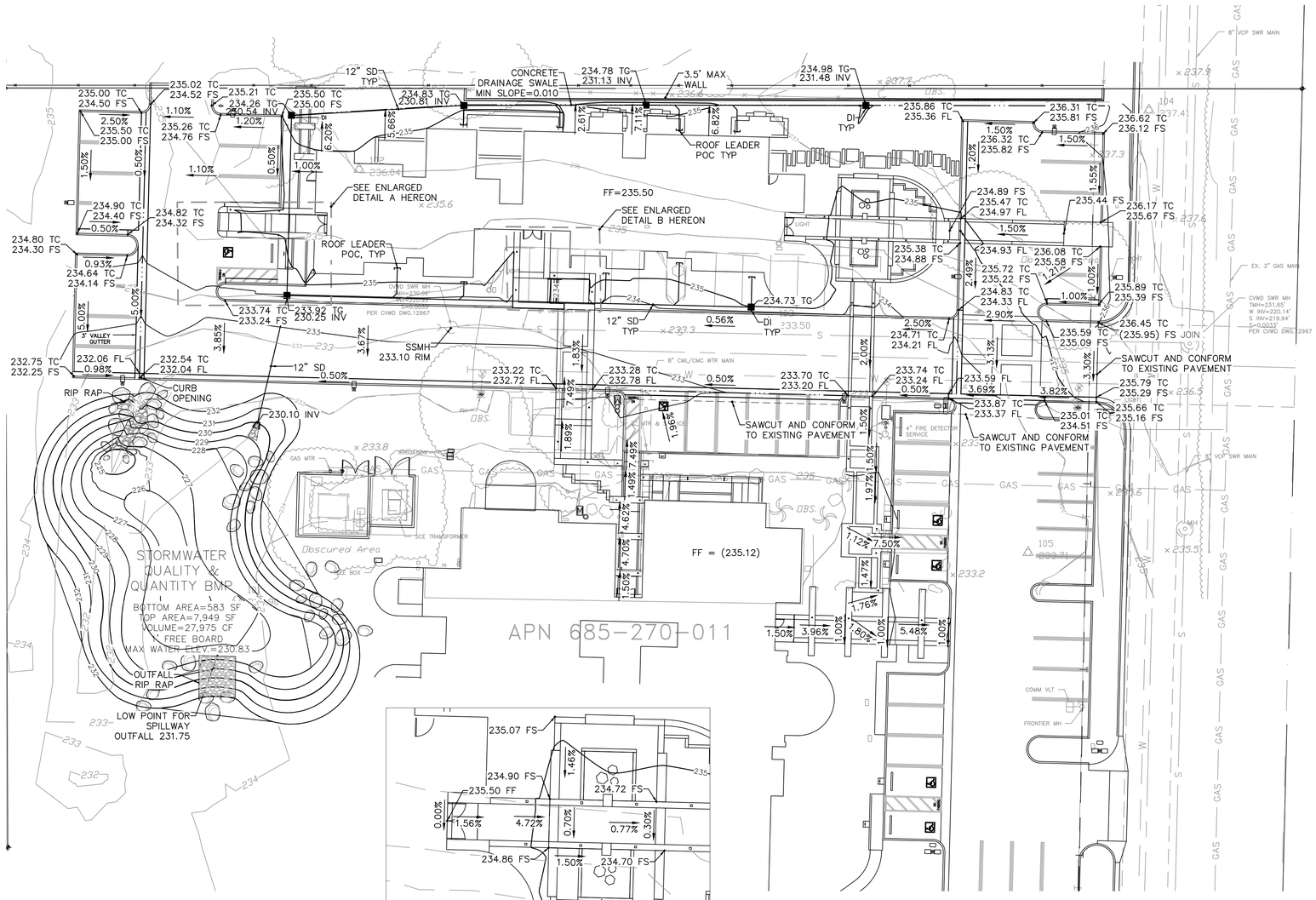
Appendix – SPA Modification Summary





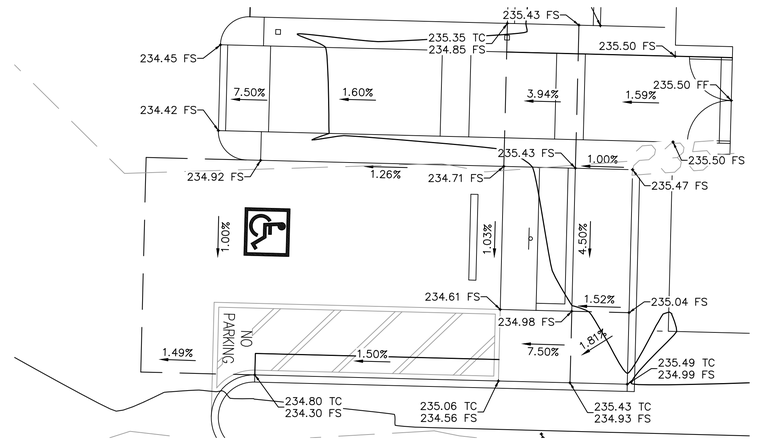
Eisenhower Medical Center Specific Plan Consistency Table

Specific Plan / Project Standard	Requirement	Proposed Project / Compliance
Building Height	Applicable EMC Specific Plan height standard	20 feet proposed. Complies.
Building Area	Must remain within applicable SPA building-area entitlement	5,940 SF proposed. Complies.
Parking	Existing building: 17 spaces; new building: 5 spaces; 22 spaces total required	47 spaces allocated/provided after construction. Complies.
Accessible Parking	5 accessible spaces required	6 accessible spaces provided, including 1 van-accessible space. Complies.
Building Separation	Per applicable plan/building requirements	66'-0" provided on south side. Complies.
Building Classification	Applicable Building Code requirements	Occupancy Group B; Type V, non-rated. Complies
Allowable Building Area	35% Lot Coverage (45,280 SF Allowed on parcel)	12,500 SF Existing Building + 5,940 SF New Building = 18,440 SF total. Equals 14.25% coverage. Complies.
Allowable Building Height	2 Stories maximum	One story with maximum height at skylight of 20 FT. Complies.



ENLARGED DETAIL – C

SCALE: 1"– 10'



ENLARGED DETAIL – A

SCALE: 1"– 5'

ENLARGED DETAIL – B

SCALE: 1"– 5'

20 10 0 20 40

SCALE: 1" = 20'

PRELIMINARY GRADING PLAN

IMPORTANT NOTICE
CALL BEFORE YOU DIG
SECTION 4216 OF THE GOVERNMENT CODE REQUIRES AN INQUIRY IDENTIFICATION NUMBER BE ISSUED BEFORE A PERMIT TO EXCAVATE WILL BE VALID. FOR YOUR PRE-EXCAVATION I.D. NUMBER CALL:
UNDERGROUND SERVICE ALERT
TOLL FREE 1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG

UNAUTHORIZED CHANGES & USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.
ENGINEER'S NOTE TO CONTRACTOR: CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONAL.
THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN IN THESE PLANS WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE ALL PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN, AND IS RESPONSIBLE FOR THE PROTECTION OF, AND ANY DAMAGE TO THESE LINES OR STRUCTURES.

#	REVISIONS	DATE	APP.

(BENCH MARK, SEA LEVEL REF.)
CITY OF RANCHO MIRAGE B.M #RM 12
DESCRIPTION: 2.5" BRASS DISK, FLUSH IN CURB..
LOCATION: 2' EAST OF A FIRE HYDRANT, 6.5' SOUTH OF E.C.R., SOUTHWEST CURB RETURN ON FRANK SINATRA DRIVE AT THE NORTH ENTRANCE OF RANCHO MIRAGE.
ELEVATION: 281.88 FT (NAVD88 DATUM)

(BASIS OF BEARING)
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE NORTHERLY LINE OF THE NORTHWEST QUARTER (1/4) OF SECTION 6, TOWNSHIP 5 SOUTH, RANGE 6 EAST, S.B.M, AS SHOWN ON RECORD OF SURVEY, ON FILE IN BOOK 150, AT PAGE 8, OF RECORDS OF SURVEY.
TAKEN AS: N 89°51'30" E

(ENGINEERING COMPANY NAME, ADDRESS, AND PHONE NUMBER)
IMEG
300 N LAKE AVE, SUITE 12
PASADENA, CA 91101
TEL: (626)463–2800

(OWNER'S NAME, ADDRESS, AND PHONE NUMBER)
EISENHOWER HEALTH
39000 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270
(760)340–3911

(DESIGN ENGINEER STAMP)
PREPARED UNDER THE DIRECT SUPERVISION OF:
ANDY NGUYEN — DATE 07/14/2026
R.C.E. 88774

GEOTECHNICAL CERTIFICATION, IF REQUIRED, BY:
BRETT L. ANDERSON — DATE 10/9/2025
R.C.E. ____

(PLAN CHECK ENGINEER STAMP)
RECOMMENDED FOR APPROVAL BY:
TINA YORK / HR GREEN PACIFIC, INC. — DATE
R.C.E. 46367

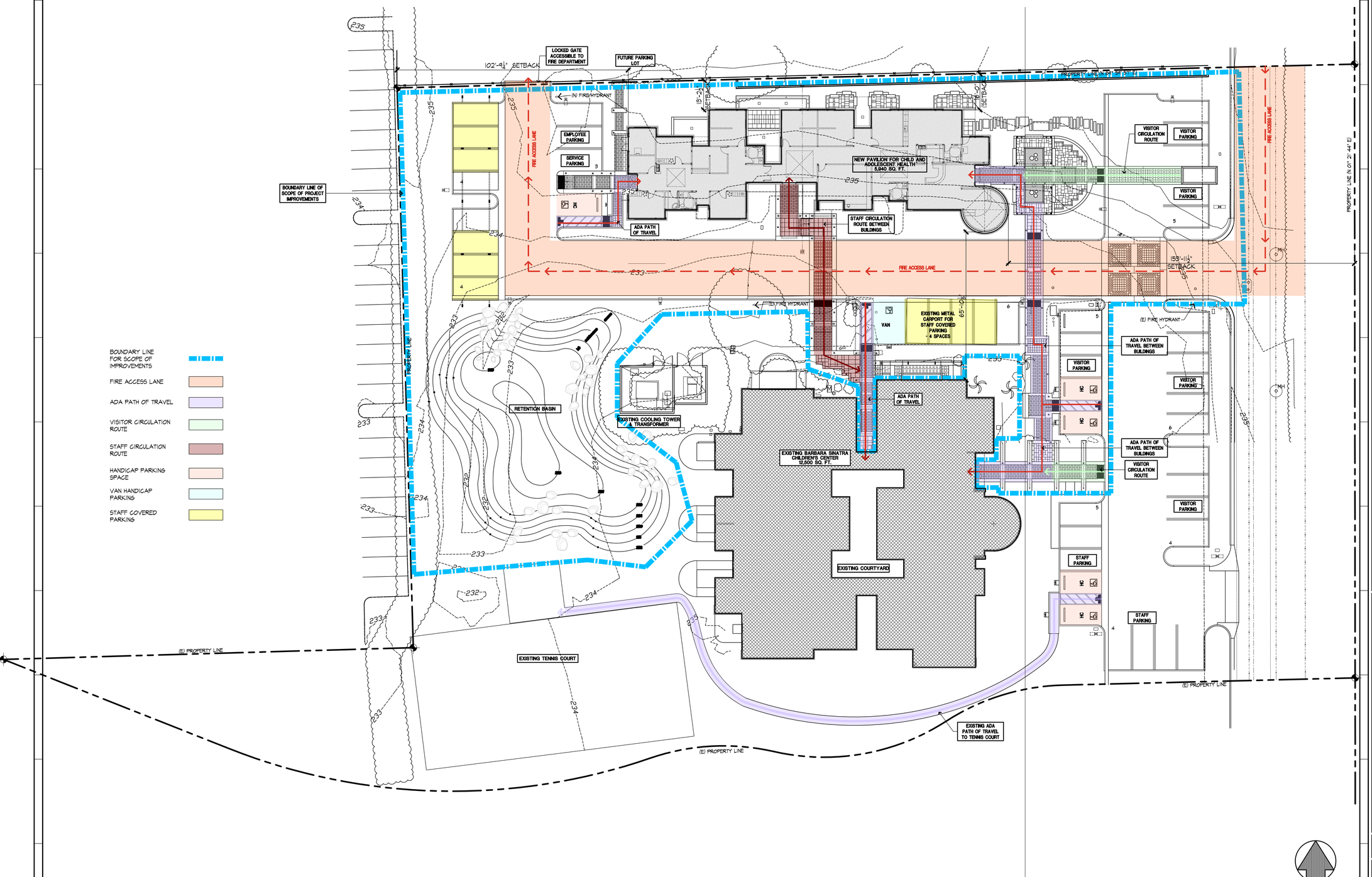
APPROVED BY CITY OF RANCHO MIRAGE:
STEPHAN LONGORIA, CITY ENGINEER — DATE
R.C.E. 74782 (EXPIRATION 12/31/2027)

CITY OF RANCHO MIRAGE

PROJECT DESCRIPTION: NEW 5,940 SF BUILDING ON A; 129,373 SF SITE
SITE ADDRESS 39000 BOB HOPE DRIVE
LEGAL DESCRIPTION
SEC. 6 , T. 5 S., R. 6 E., S.B.B.& M. A.P.N. 685 – 270 – 011

SHEET 1
OF 1
PRIVATE REFERENCE # 25000797.00
CITY REFERENCE #

\\files\Active\Projects\2025\25000797.00\Design\Civil\C3D\Plot\0797.00 Grading Plan.dwg – LAST PLOTTED ON Tue 07/14/26 – 06:24PM BY Irene.Pool



PROJECT DATA

- ASSESSORS PARCEL NUMBER: 685-270-011 (PARCEL 2)
- LOT AREA: 2.97 ACRES 129,373 SF
- BUILDING AREA TOTAL: 18,440 SF
  - EXISTING "BARBARA SINATRA CHILDRENS CENTER": 12,500 SF
  - NEW "PAVILION FOR CHILD AND ADOLESCENT HEALTH": 5,940 SF
- ACTUAL BUILDING COVERAGE: 14.25%
- NEW BUILDING HEIGHT OF SKYLIGHT: 20'-0" TOP
- BUILDING SETBACKS:
  - FRONT: 153'-11-1/2"
  - REAR: 102'-6"
  - NORTH SIDE: 13'-2-1/2"
  - BLDG. SEPARATION: 66'-0"
- PARKING:
  - PARKING REQUIRED BY SPA:
    - EXISTING BUILDING: 17 SPACES
    - NEW BUILDING: 5 SPACES
    - (TOTAL REQUIRED) 22 SPACES
  - PARKING ALLOCATED BY SPA: 47 SPACES
  - PROPOSED SPACES REMOVED: 17 SPACES
  - PROPOSED SPACES ADDED: 17 SPACES
  - TOTAL PARKING AFTER NEW CONSTRUCTION: 47 SPACES
  - HANDICAP PARKING REQUIRED (CBC 11B-208.2.1 - 10%): 5 SPACES
  - HANDICAP PARKING PROVIDED: 6 SPACES (INCLUDES 1 VAN SPACE)
  - TOTAL COVERED PARKING SPACES: 10 SPACES
- NEW BUILDING CLASSIFICATION: (EQUIPPED WITH AUTOMATIC FIRE SPRINKLER SYSTEM)
  - OCCUPANCY GROUP: B
  - TYPE OF CONSTRUCTION: V (NON-RATED)
  - MAX. ALLOWED BUILDING AREA: 36,000 SF
  - ACTUAL AREA: 5,940 SF
  - MAX. ALLOWED HEIGHT: 60 FT
  - ACTUAL HEIGHT: 20 FT

GENERAL NOTES

1. THIS PROJECT CONFORMS TO ALL REQUIREMENTS OF THE SPA, INCLUDING ALL AMENDMENTS, SPA2D AND SPA III.
2. THIS PROJECT CONFORMS TO ALL MODIFICATIONS SUMMARIZED IN SPA SUMMARY PREPARED BY ABRAMSON ARCHITECTS DATED 10/21/25 AND INCLUDED WITH THIS MAJOR MODIFICATION SUBMITTAL.
3. ALL PLANS SHALL REMAIN CONSISTENT WITH EISENHOWER MEDICAL CENTER SPECIFIC PLAN GUIDELINES.
4. DESIGN STANDARDS FOR PARKING/DRIVE AISLES SHALL COMPLY WITH RMMC 17.26.070.
5. BUILDING SETBACKS CONFORM TO EMC SPA EXHIBIT B.

PROJECT TITLE / CLIENT
PAVILION FOR CHILD AND ADOLESCENT HEALTH AT THE BARBARA SINATRA CHILDREN'S CENTER
BARBARA SINATRA CHILDRENS CENTER AT EISENHOWER HEALTH CENTER
RANCHO MIRAGE, CA

DRAWING TITLE
OVERALL SITE PLAN AND PROJECT DATA

UA DESIGN CONSULTING
25219 FJERDINGREN PL.
CUSTER, SD 57730
(760) 409-9786
Frank@uadesignconsulting.com

LICENSED ARCHITECT
FRANCISCO J. URRUTIA
C-7467
7-31-27
RENEWAL DATE
STATE OF CALIFORNIA

FRANCISCO J. URRUTIA, F.A.R.A. C-7467

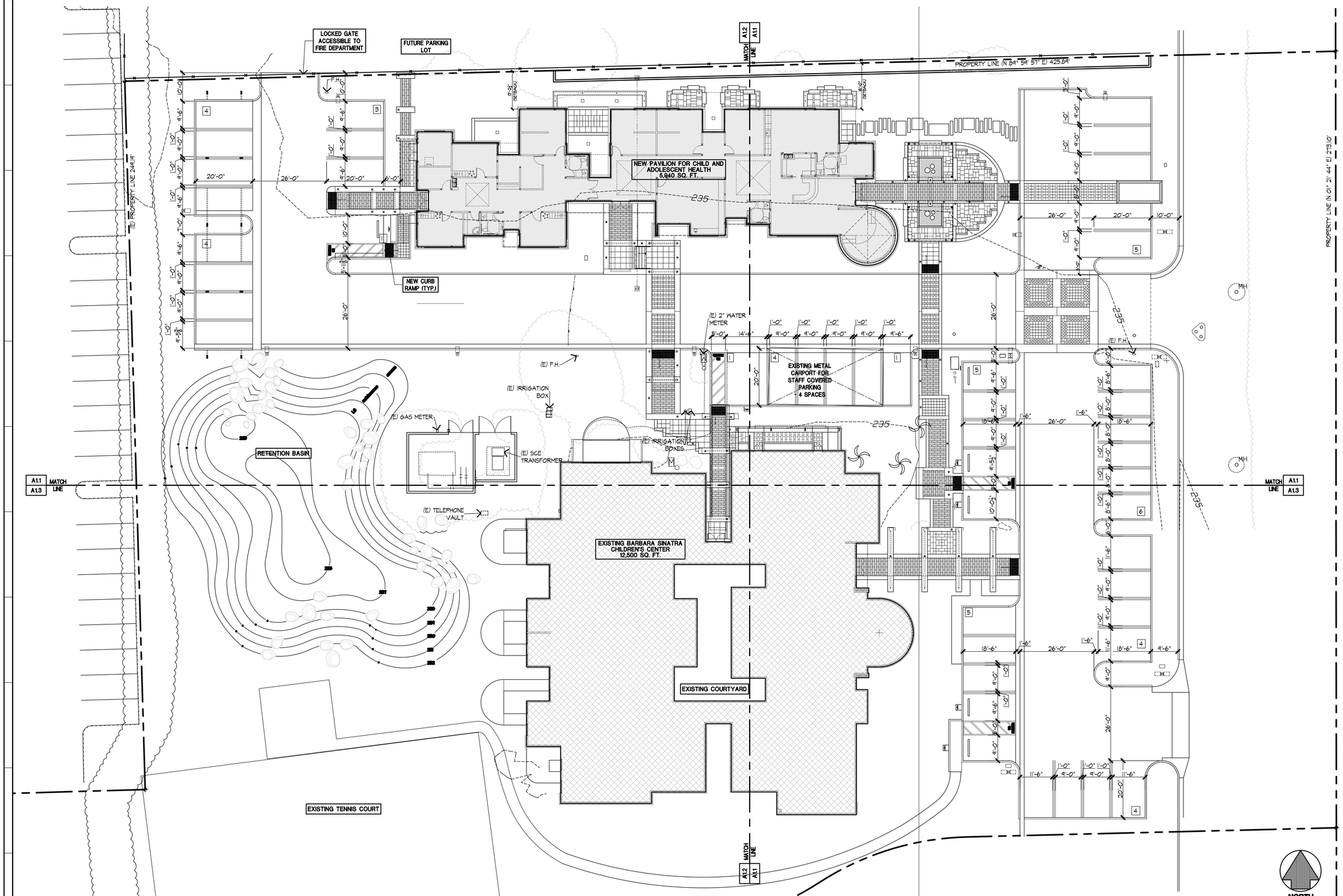
DATE: SEPTEMBER 13, 2026

PROJECT NUMBER: 2400.00

REVISIONS
- 1 -

DRAWING NUMBER: A1.01

OVERALL SITE PLAN AND PROJECT DATA | 1"=20'-0" | 1



OVERALL SITE PLAN

1/16"=1'-0"

1

PROJECT DATA

- ASSESSORS PARCEL NUMBER: 685-270-011 (PARCEL 2)
- LOT AREA: 2.97 ACRES 129,373 SF
- BUILDING AREA TOTAL: 18,440 SF

  EXISTING "BARBARA SINATRA CHILDRENS CENTER" 12,500 SF

  NEW "PAVILION FOR CHILD AND ADOLESCENT HEALTH" 5,940 SF
- ACTUAL BUILDING COVERAGE: 14.25%
- NEW BUILDING HEIGHT: 20'-0" TOP OF SKYLIGHT
- BUILDING SETBACKS:
  FRONT: 153'-11-1/2"
  REAR: 102'-6"
  NORTH SIDE: 13'-2-1/2"
  BLDG. SEPARATION: 66'-0"
- PARKING:

  PARKING REQUIRED BY SPA:
  EXISTING BUILDING: 17 SPACES
  NEW BUILDING: 5 SPACES
  (TOTAL REQUIRED) 22 SPACES

  PARKING ALLOCATED BY SPA: 47 SPACES

  PROPOSED SPACES REMOVED: 17 SPACES
  PROPOSED SPACES ADDED: 17 SPACES

  TOTAL PARKING AFTER NEW CONSTRUCTION: 47 SPACES

  HANDICAP PARKING REQUIRED (CBC 11B-208.2.1 - 10%): 5 SPACES

  HANDICAP PARKING PROVIDED: 6 SPACES (INCLUDES 1 VAN SPACE)

  TOTAL COVERED PARKING SPACES: 10 SPACES
- NEW BUILDING CLASSIFICATION: (EQUIPPED WITH AUTOMATIC FIRE SPRINKLER SYSTEM)

  OCCUPANCY GROUP: B

  TYPE OF CONSTRUCTION: V (NON-RATED)

  MAX. ALLOWED BUILDING AREA: 36,000 SF
  ACTUAL AREA: 5,940 SF

  MAX. ALLOWED HEIGHT: 60 FT
  ACTUAL HEIGHT: 20 FT

GENERAL NOTES

1. THIS PROJECT CONFORMS TO ALL REQUIREMENTS OF THE SPA, INCLUDING ALL AMENDMENTS, SPA2D AND SPA III.
2. THIS PROJECT CONFORMS TO ALL MODIFICATIONS SUMMARIZED IN SPA SUMMARY PREPARED BY ABRAMSON ARCHITECTS DATED 10/21/25 AND INCLUDED WITH THIS MAJOR MODIFICATION SUBMITTAL.
3. ALL PLANS SHALL REMAIN CONSISTENT WITH EISENHOWER MEDICAL CENTER SPECIFIC PLAN GUIDELINES.
4. DESIGN STANDARDS FOR PARKING/DRIVE AISLES SHALL COMPLY WITH RMMC 17.26.070.
5. BUILDING SETBACKS CONFORM TO EMC SPA EXHIBIT 8.

PROJECT TITLE: PAVILION FOR CHILD AND ADOLESCENT HEALTH AT THE BARBARA SINATRA CHILDREN'S CENTER
CLIENT: BARBARA SINATRA CHILDREN'S CENTER AT EISENHOWER HEALTH CENTER RANCHO MIRAGE, CA

DRAWING TITLE: OVERALL SITE PLAN

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CUSTER, SD 57730
(760) 464-8786
Frank@uadesignconsulting.com

STATE OF CALIFORNIA — LICENSED ARCHITECT — FRANCISCO J. URRUTIA — C-7467 — RENEWAL DATE 7-31-27

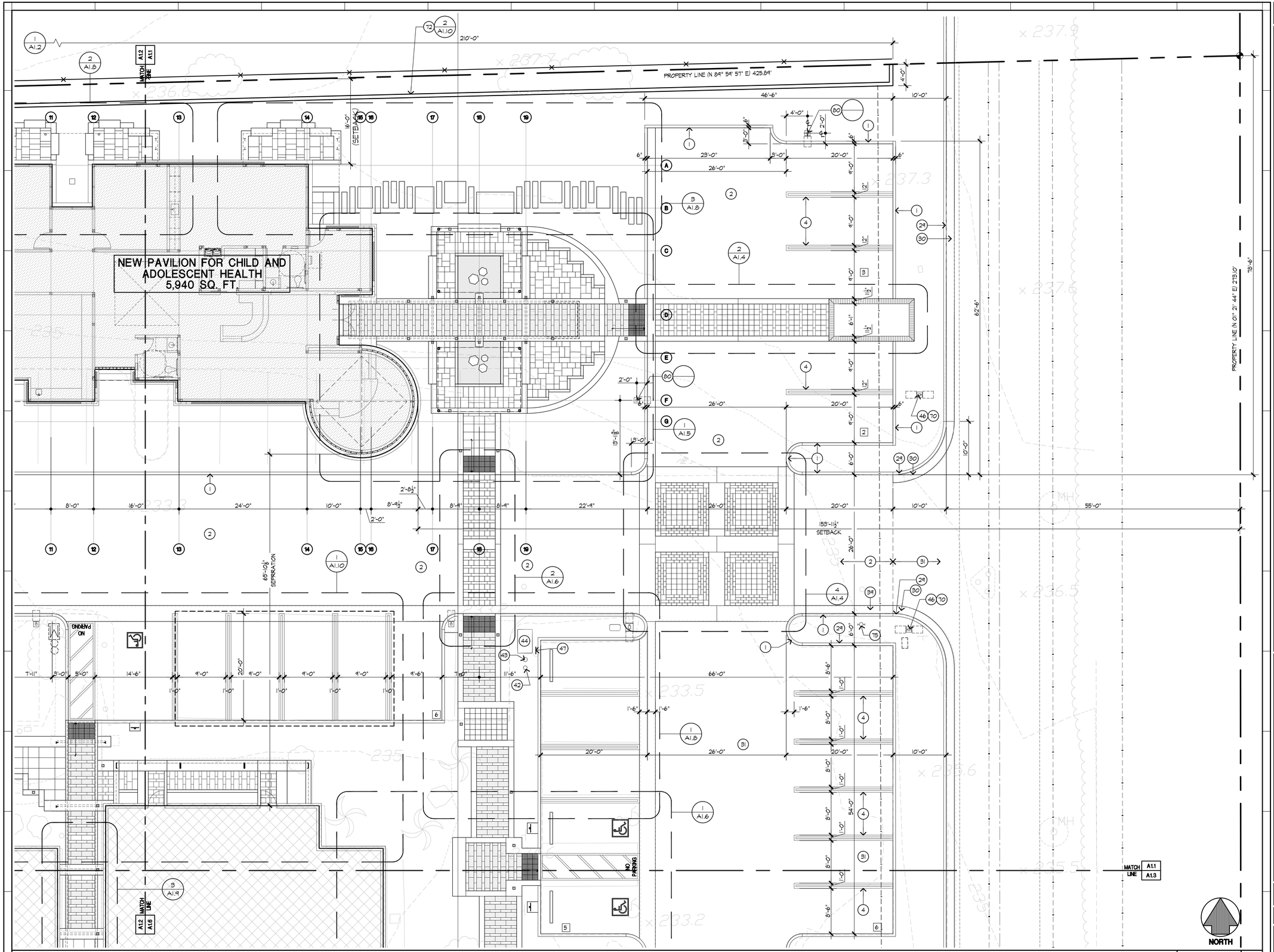
FRANCISCO J. URRUTIA, F.A.R.A. C-7467

DATE: SEPTEMBER 13, 2026

PROJECT NUMBER: 2400.00

REVISIONS
- △ -
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- △

DRAWING NUMBER: A1.0



PARTIAL SITE PLAN - EAST

1/8"=1'-0"

1

KEYNOTES

REFER TO SHEET A1.5 FOR KEYNOTES

PROJECT TITLE
PAVILION FOR CHILD AND ADOLESCENT HEALTH AT THE BARBARA SINATRA CHILDREN'S CENTER

CLIENT
BARBARA SINATRA CHILDREN'S CENTER
AT EISENHOWER HEALTH CENTER
RANCHO MIRAGE, CA

DRAWING TITLE
PARTIAL SITE PLAN

UA DESIGN CONSULTING
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LICENSED ARCHITECT
FRANCISCO J. URRUTIA
STATE OF CALIFORNIA
C-7467
7-31-27
RENEWAL DATE

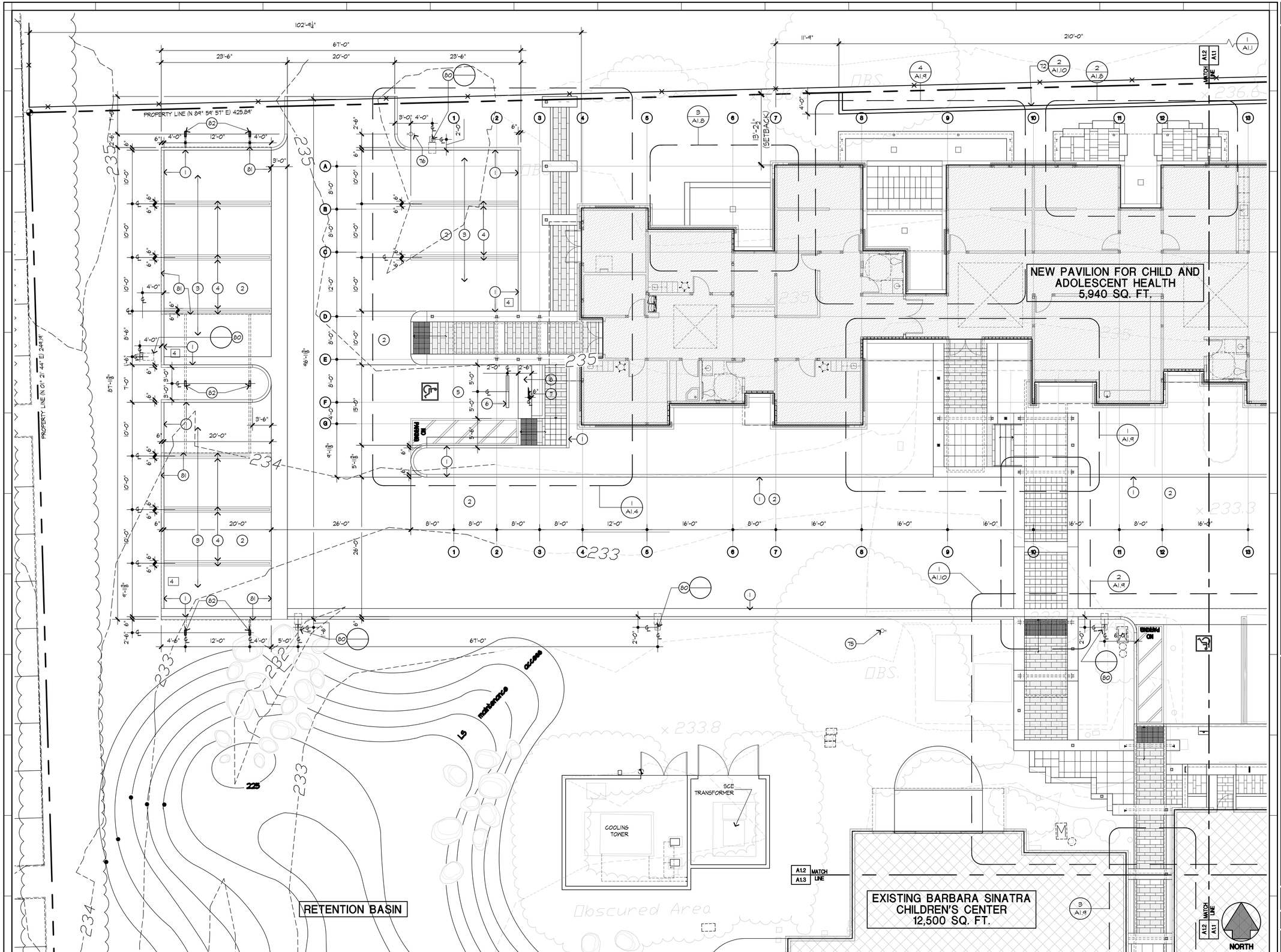
FRANCISCO J. URRUTIA, F.A.R.A. C-7467

DATE
JULY 01, 2026

PROJECT NUMBER
2400.00

REVISIONS
- -

DRAWING NUMBER
A1.1



PARTIAL SITE PLAN - WEST

1/8"=1'-0" | 1

KEYNOTES

REFER TO SHEET A1.5 FOR KEYNOTES

PROJECT TITLE: PAVILION FOR CHILD AND ADOLESCENT HEALTH AT THE BARBARA SINATRA CHILDREN'S CENTER
CLIENT: BARBARA SINATRA CHILDREN'S CENTER AT EISENHOWER HEALTH CENTER
RANCHO MIRAGE, CA

DRAWING TITLE: PARTIAL SITE PLAN

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(760) 408-0786
Frank@uadesignconsulting.com

LICENSED ARCHITECT
FRANCISCO J. URRUTIA
C-7467
7-31-27
RENEWAL DATE
STATE OF CALIFORNIA

FRANCISCO J. URRUTIA, F.A.R.A. C-7467

DATE: SEPTEMBER 13, 2026

PROJECT NUMBER: 2400.00

REVISIONS
- -

DRAWING NUMBER: A1.2

EXISTING BARBARA SINATRA CHILDREN'S CENTER 12,500 SQ. FT.

MATCH LINE A1.2 A1.1

MATCH LINE A1.1 A1.3

NO PARKING

NORTH

PARTIAL SITE PLAN - SOUTH

1/8"=1'-0"

1

KEYNOTES

REFER TO SHEET A1.5 FOR KEYNOTES

PROJECT TITLE
PAVILION FOR CHILD AND ADOLESCENT HEALTH AT THE BARBARA SINATRA CHILDREN'S CENTER

CLIENT
BARBARA SINATRA CHILDREN'S CENTER AT EISENHOWER HEALTH CENTER RANCHO MIRAGE, CA

DRAWING TITLE
PARTIAL SITE PLAN

FRANCISCO J. URRUTIA, F.A.R.A. C-7467

DATE
JULY 01, 2026

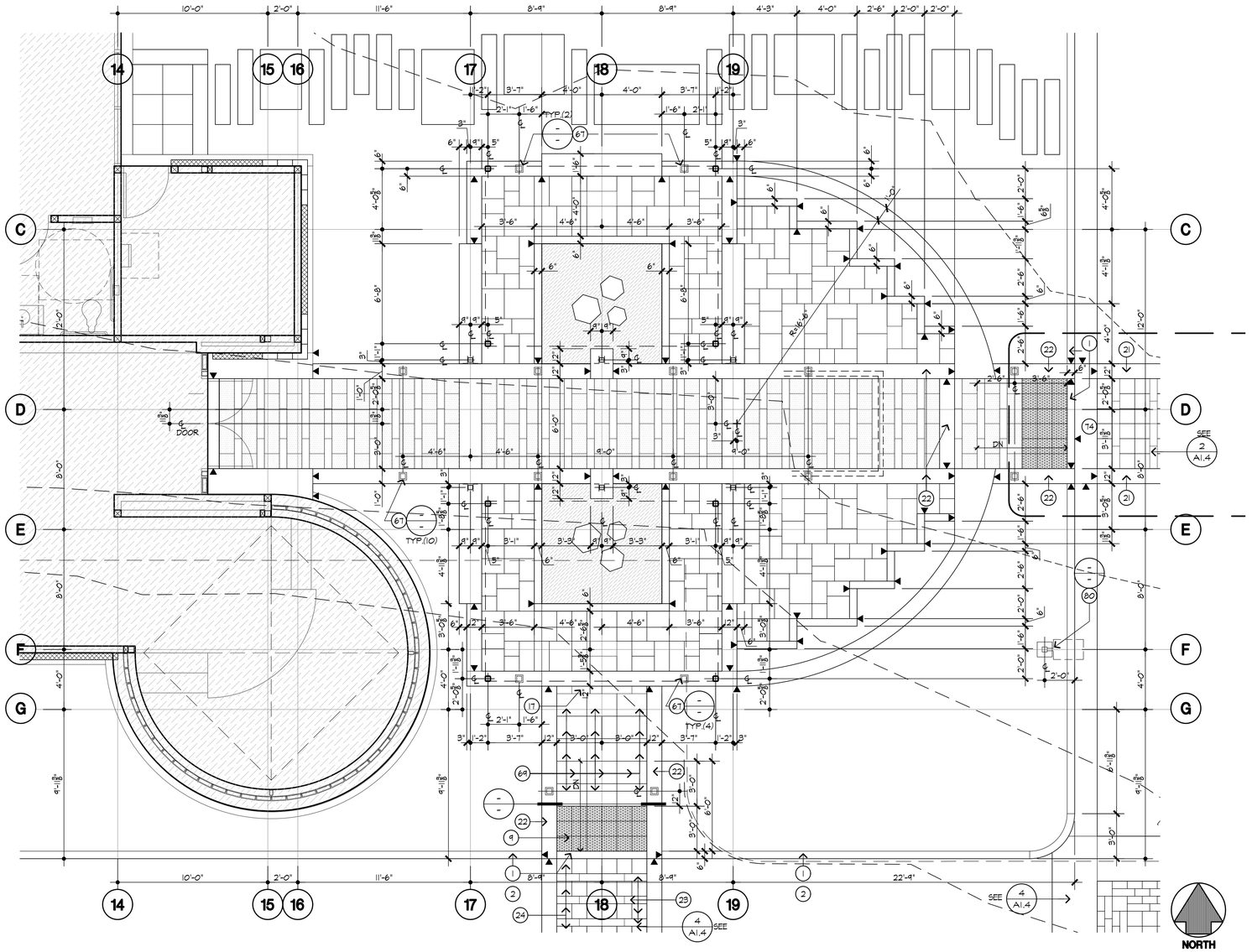
REVISIONS
- -

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LICENSED ARCHITECT
FRANCISCO J. URRUTIA
C-7467
7-31-27
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NUMBER
2400.00

DRAWING NUMBER
A1.3



ENLARGED SITE PLAN - EAST

1/4"=1'-0" | 1

KEYNOTES

(71) POURED IN PLACE CONCRETE STEPS. TOP SURFACE SHALL BE FLUSH WITH ADJACENT PAVERS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677, LIGHT SANDBLASTED FINISH. SEE CIVIL DRAWINGS FOR GRADES.

(78) HANDRAILS FOR STEPS.

(79) NEW BOLLARD LIGHT FIXTURE TYPE SF (40" HIGH)- "SOLERA" SSQB-4-40-18W-LED-35K-UNV-ABT-OPL LENS-BLK. SEE SITE ELECTRICAL DRAWINGS.

(80) NEW POLE LIGHT FIXTURE TYPE SB (18'-0" AFG) - "LSI INDUSTRIES" - SLM-LED-12L-SIL-FT-UNV-30-70 CRI-IMSBTI-BLK WITH STEEL POLE - 4SQ-B3-SIL6-16-S-BLK/ABKIT 4SQ-STL-GALV-3/4X24(8-11)-BCVR-4B-BLK. SEE SITE ELECTRICAL DRAWINGS.

(81) LINE OF OVERHANG OF COVERED PARKING STRUCTURE.

(82) COVERED PARKING STRUCTURE COLUMNS - HSS 4X12 PAINTED TO MATCH "BENJAMIN MOORE" 2094-10 "BURNT GINNAMON" SATIN FINISH.

(70) EXISTING POLE LIGHT FIXTURE - EXISTING LIGHT POLE SHALL REMAIN. POLE AND BOLT COVER SHALL BE REFINISHED WITH TWO COATS OF BLACK PAINT TO MATCH NEW POLES. POLES HAVE BEEN RETROFITTED WITH NEW "LSI INDUSTRIES" - SLM-LED-9L-SIL-5W-UNV-30-70 CRI-IMSBTI-BLK LIGHT FIXTURE (D180 DOUBLE). ELECTRICAL ENGINEER SHALL VERIFY LUMENS AND DISTRIBUTION TYPE OF EXISTING LIGHT FIXTURE.

(71) EXISTING CONCRETE WALKWAY SHALL REMAIN.

(72) NEW MASONRY RETAINING WALL. MASONRY SHALL BE "ANGELUS BLOCK COMPANY", 7-RIB SPLIT FACE - 8 X 8 X 16, 7-RIB SPLIT - 1 SIDE. COLOR IS "TAN". MITER ALL CORNERS. USE "SPECMIX" MORTAR SM400 - MEDIUM BUFF. CAP SHALL BE "ANGELUS BLOCK COMPANY", 8 X 2 X 16, PRECISION FLAT CAP - TAN COLOR.

(73) AREA STORM DRAIN. SEE CIVIL GRADING PLAN FOR SPECIFIC SIZES AND INFORMATION.

(74) NEW 18" WIDE X 96" LONG X 6" DEEP COLORED CONCRETE DRAINAGE GUTTER, WITH 6" EMBEDDED IN COMPACTED SOIL. TOP SURFACE SHALL BE FLUSH WITH ADJACENT PAVERS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677, LIGHT SANDBLASTED FINISH. SEE CIVIL DRAWINGS FOR GRADES.

(75) EXISTING FIRE HYDRANT SHALL REMAIN. PROTECT DURING CONSTRUCTION.

(76) NEW FIRE HYDRANT AS REQUIRED BY THE FIRE DEPARTMENT.

(62) NEW 18" WIDE X 48" LONG X 36" DEEP COLORED CONCRETE SEAT, WITH BOTTOM 18" EMBEDDED IN COMPACTED SOIL. TOP SURFACE SHALL BE 18" ABOVE ADJACENT PAVERS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677, LIGHT SANDBLASTED FINISH. SEE CIVIL DRAWINGS FOR GRADES.

(63) EXISTING MC12 X 10.6 STEEL COLUMN SHALL REMAIN. PROTECT DURING CONSTRUCTION.

(64) EXISTING HS 12 X 2 X 1/4" STEEL TUBE COLUMN SHALL REMAIN. PROTECT DURING CONSTRUCTION.

(65) EXISTING WT X 4.5 STEEL COLUMN SHALL REMAIN. PROTECT DURING CONSTRUCTION.

(66) NEW HS 4 X 4 X 3/8" STEEL TUBE COLUMN.

(67) NEW BOLLARD LIGHT FIXTURE TYPE SE (60" HIGH) - "SOLERA" SSQB-4-60-18W-LED-35K-UNV-ABT-OPL LENS-BLK. SEE SITE ELECTRICAL DRAWINGS.

(68) NEW POLE LIGHT FIXTURE TYPE SA (18'-0" AFG) - "LSI INDUSTRIES" - SLM-LED-9L-SIL-5W-UNV-30-70 CRI-IMSBTI-BLK WITH STEEL POLE - 4SQ-B3-SIL6-16-D180-BLK/ABKIT 4SQ-STL-GALV-3/4X24(8-11)-BCVR-4B-BLK. SEE SITE ELECTRICAL DRAWINGS.

(69) NEW "STEPSTONE" PAVERS - CALARC NARROW MODULAR PAVERS ARE 18" WIDE X 24" LONG X 2-1/2" THICK. (ACTUAL SIZE IS 17-7/8" X 23-7/8") COLOR SHALL BE PEBBLE #1824 IN LIGHT SANDBLASTED FINISH.

(55) NEW 30" WIDE X 48" LONG X 4" DEEP COLORED CONCRETE BAND, WITH BOTTOM 3-1/2" EMBEDDED IN COMPACTED SOIL. TOP SURFACE SHALL BE 1/2" ABOVE ADJACENT FINISH GRADE. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677, LIGHT SANDBLASTED FINISH. SEE CIVIL DRAWINGS FOR GRADES.

(56) NEW "STEPSTONE" PAVERS - CALARC PAVERS ARE 12" WIDE X 48" LONG X 2-1/2" THICK (ACTUAL SIZE IS 11-7/8" X 47-7/8") COLOR SHALL BE PEBBLE #1824 IN LIGHT SANDBLASTED FINISH.

(57) NEW "STEPSTONE" PAVERS - CALARC PAVERS ARE 12" WIDE X 60" LONG X 2-1/2" THICK (ACTUAL SIZE IS 11-7/8" X 59-7/8") COLOR SHALL BE CAF BROWN #1807 IN LIGHT SANDBLASTED FINISH.

(58) NEW 164 WIDE X 12" DEEP COLORED CONCRETE BAND. TOP SURFACE SHALL BE FLUSH WITH ADJACENT PAVERS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677 WITH LIGHT SANDBLAST FINISH. SEE CIVIL DRAWINGS FOR FINISH GRADES.

(59) NEW "STEPSTONE" PAVERS - CALARC NARROW MODULAR PAVERS ARE 6" WIDE X 18" LONG X 2-1/2" THICK. (ACTUAL SIZE IS 5-7/8" X 17-7/8") COLOR SHALL BE CAF BROWN #1807 IN LIGHT SANDBLASTED FINISH.

(60) NEW "STEPSTONE" PAVERS - CALARC NARROW MODULAR PAVERS ARE 24" WIDE X 24" LONG X 2-1/2" THICK. (ACTUAL SIZE IS 23-7/8" X 23-7/8") COLOR SHALL BE CAF BROWN #1807 IN LIGHT SANDBLASTED FINISH.

(61) NEW "STEPSTONE" PAVERS - CALARC NARROW MODULAR PAVERS ARE 18" WIDE X 18" LONG X 2-1/2" THICK. (ACTUAL SIZE IS 17-7/8" X 17-7/8") COLOR SHALL BE PEBBLE #1824 IN LIGHT SANDBLASTED FINISH.

(21) NEW 12" WIDE X 18" DEEP COLORED CONCRETE BAND. TOP SURFACE SHALL BE FLUSH WITH ADJACENT ASPHALT PAVING OR PAVERS, WHERE OCCURS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677 WITH LIGHT SANDBLAST FINISH. SEE CIVIL DRAWINGS FOR FINISH GRADES.

(22) NEW 12" WIDE X 12" DEEP COLORED CONCRETE BAND. TOP SURFACE SHALL BE FLUSH WITH ADJACENT ASPHALT PAVING OR PAVERS, WHERE OCCURS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677 WITH LIGHT SANDBLAST FINISH. SEE CIVIL DRAWINGS FOR FINISH GRADES.

(23) NEW "STEPSTONE" PAVERS - CALARC NARROW MODULAR PAVERS ARE 6" WIDE X 18" LONG X 4" THICK, RATED FOR VEHICULAR TRAFFIC. (ACTUAL SIZE IS 5-7/8" X 17-7/8") COLOR SHALL BE CAFÉ BROWN #1807 IN LIGHT SANDBLASTED FINISH.

(24) NEW "STEPSTONE" PAVERS - CALARC NARROW MODULAR PAVERS ARE 12" WIDE X 12" LONG X 4" THICK, RATED FOR VEHICULAR TRAFFIC. (ACTUAL SIZE IS 11-7/8" X 11-7/8") COLOR SHALL BE KONA BROWN #1821 IN LIGHT SANDBLASTED FINISH.

(25) NEW BRICK PAVER WALL CAP - "PACIFIC CLAY PRODUCTS, INC." 1112 (NORMAN) PAVERS ARE 3-1/2" WIDE X 2-3/16" HIGH X 11-1/2" LONG. COLOR IS MEDIUM IRON SPOT WITH INTEGRAL COLORED MORTAR MANUFACTURED BY "SPECMIX". MORTAR COLOR SHALL BE SM600 - DARK BROWN.

(26) RAISED LANDSCAPE MASONRY PLANTER WALL - MASONRY SHALL BE "ANGELUS BLOCK COMPANY", 7-RIB SPLIT FACE - 12 X 8 X 16, 7-RIB SPLIT - 1 SIDE. COLOR IS "TAN". MITER ALL CORNERS. USE "SPECMIX" MORTAR SM400 - MEDIUM BUFF.

(27) NEW "STEPSTONE" PAVERS - CALARC NARROW MODULAR PAVERS ARE 6" WIDE X 12" LONG X 4" THICK, RATED FOR VEHICULAR TRAFFIC. (ACTUAL SIZE IS 5-7/8" X 11-7/8") COLOR SHALL BE CAFÉ BROWN #1807 IN LIGHT SANDBLASTED FINISH.

(28) NEW 36" WIDE X 12" DEEP COLORED CONCRETE BAND. TOP SURFACE SHALL BE FLUSH WITH ADJACENT ASPHALT PAVING OR PAVERS, WHERE OCCURS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677 WITH LIGHT SANDBLAST FINISH. SEE CIVIL DRAWINGS FOR FINISH GRADES.

(29) EXISTING 6" CONCRETE CURB SHALL REMAIN. SEE CIVIL DRAWINGS.

(30) EXISTING CONCRETE CROSS-GUTTER SHALL REMAIN. SEE CIVIL DRAWINGS.

(31) EXISTING ASPHALT PAVING SHALL REMAIN. SEE CIVIL DRAWINGS.

(32) EXISTING CONCRETE BAND SHALL BE SANDBLASTED TO ACHIEVE A LIGHT SANDBLASTED FINISH.

(33) EXISTING STEEL COLUMN (WT 6 X 11) SHALL REMAIN. PROTECT DURING CONSTRUCTION AND SANDBLASTING OF ADJACENT CONCRETE.

(34) NEW 14-3/4" WIDE X 12" DEEP COLORED CONCRETE BAND. TOP SURFACE SHALL BE FLUSH WITH ADJACENT PAVERS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677 WITH LIGHT SANDBLAST FINISH. SEE CIVIL DRAWINGS FOR FINISH GRADES.

(35) NEW 16-3/4" WIDE X 12" DEEP COLORED CONCRETE BAND. TOP SURFACE SHALL BE FLUSH WITH ADJACENT PAVERS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677 WITH LIGHT SANDBLAST FINISH. SEE CIVIL DRAWINGS FOR FINISH GRADES.

(36) NEW 14-3/4" WIDE X 12" DEEP COLORED CONCRETE BAND. TOP SURFACE SHALL BE FLUSH WITH ADJACENT PAVERS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677 WITH LIGHT SANDBLAST FINISH. SEE CIVIL DRAWINGS FOR FINISH GRADES.

(37) NEW 24" WIDE X 24" LONG X 18" DEEP COLORED CONCRETE FOOTING FOR HANDICAPPED SIGN. TOP SURFACE SHALL BE FLUSH WITH ADJACENT CONCRETE CURB. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677 WITH LIGHT SANDBLAST FINISH. SEE CIVIL DRAWINGS FOR FINISH GRADES.

(38) NEW 12" DEEP COLORED CONCRETE BAND. TOP SURFACE SHALL BE FLUSH WITH ADJACENT PAVERS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677 WITH LIGHT SANDBLAST FINISH. SEE CIVIL DRAWINGS FOR FINISH GRADES.

(39) NEW CONCRETE CROSS GUTTER. SEE CIVIL DRAWINGS FOR DESIGN AND FINISH GRADES.

(40) NEW 15" WIDE X 12" DEEP COLORED CONCRETE BAND. TOP SURFACE SHALL BE FLUSH WITH ADJACENT PAVERS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677 WITH LIGHT SANDBLAST FINISH. SEE CIVIL DRAWINGS FOR FINISH GRADES.

(41) EXISTING FIRE LINE SHUT OFF VALVE FLUSH WITH ASPHALT PAVING SHALL REMAIN. PROTECT DURING CONSTRUCTION.

(42) EXISTING FIRE DEPARTMENT CONNECTION SHALL REMAIN. PROTECT DURING CONSTRUCTION.

(43) EXISTING FIRE POST INDICATOR VALVE SHALL REMAIN. PROTECT DURING CONSTRUCTION.

(44) EXISTING 4" FIRE DETECTOR UNDERGROUND VAULT SHALL REMAIN. PROTECT DURING CONSTRUCTION.

(45) EXISTING ELECTRICAL JUNCTION BOX SHALL REMAIN. PROTECT DURING CONSTRUCTION.

(46) EXISTING PARKING LOT LIGHT FIXTURE AND POLE AND CONCRETE FOOTING. SEE SITE ELECTRICAL PLAN.

(47) EXISTING SIGN SHALL REMAIN. PROTECT DURING CONSTRUCTION.

(48) NEW STEEL COLUMN (WT 6 X 11). SEE STRUCTURAL DRAWINGS.

(49) NEW STEEL COLUMN (HS 4 X 4 X 3/8). SEE STRUCTURAL DRAWINGS.

(50) NEW STEEL COLUMN (L 6 X 4 X 3/8). SEE STRUCTURAL DRAWINGS.

(51) NEW 33" WIDE X 48" LONG X 4" DEEP COLORED CONCRETE BAND, WITH BOTTOM 3-1/2" EMBEDDED IN COMPACTED SOIL. TOP SURFACE SHALL BE 1/2" ABOVE ADJACENT FINISH GRADE. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677, LIGHT SANDBLASTED FINISH. SEE CIVIL DRAWINGS FOR GRADES.

(52) NEW 42" WIDE X 60" LONG X 4" DEEP COLORED CONCRETE BAND, WITH BOTTOM 3-1/2" EMBEDDED IN COMPACTED SOIL. TOP SURFACE SHALL BE 1/2" ABOVE ADJACENT FINISH GRADE. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677, LIGHT SANDBLASTED FINISH. SEE CIVIL DRAWINGS FOR GRADES.

(53) NEW 48" WIDE X 48" LONG X 4" DEEP COLORED CONCRETE BAND, WITH BOTTOM 3-1/2" EMBEDDED IN COMPACTED SOIL. TOP SURFACE SHALL BE 1/2" ABOVE ADJACENT FINISH GRADE. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677, LIGHT SANDBLASTED FINISH. SEE CIVIL DRAWINGS FOR GRADES.

(54) NEW 48" WIDE X 84" LONG X 4" DEEP COLORED CONCRETE BAND, WITH BOTTOM 3-1/2" EMBEDDED IN COMPACTED SOIL. TOP SURFACE SHALL BE 1/2" ABOVE ADJACENT FINISH GRADE. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677, LIGHT SANDBLASTED FINISH. SEE CIVIL DRAWINGS FOR GRADES.

KEYNOTES

(1) NEW 6" CONCRETE CURB. SEE CIVIL DRAWINGS.

(2) NEW ASPHALT PAVING. SEE CIVIL DRAWINGS.

(3) NEW PARKING SPACE - 9' WIDE X 20' LONG.

(4) NEW PARKING SPACE STRIPING. EACH LINE SHALL BE 4" WIDE AND SHALL BE PAINTED WHITE WITH DURABLE VEHICULAR TRAFFIC RATED PAINT.

(5) NEW HANDICAP PARKING SPACE.

(6) NEW WHEEL-STOP FOR HANDICAP PARKING SPACES. WHEEL STOP SHALL BE 72" LONG X 6" WIDE X 4" HIGH "BARCO #06FYITO - BLUE" (HANDICAP BLUE) MANUFACTURED BY "BARCO". ANCHOR THRU ASPHALT PAVING WITH (3) THREE #5 X 18" LONG REBAR DRIVEN THROUGH ASPHALT INTO SUB SOIL.

(7) NEW HANDICAP PARKING SIGN FOR SINGLE PARKING SPACE.

(8) NEW 30A WIDE X 12" DEEP COLORED CONCRETE BAND, WITH BOTTOM 6" EMBEDDED IN COMPACTED SOIL. TOP SURFACE SHALL BE FLUSH WITH ADJACENT ASPHALT PAVING OR PAVERS, WHERE OCCURS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677, LIGHT SANDBLASTED FINISH. SEE CIVIL DRAWINGS FOR GRADES.

(9) NEW TRUNCATED DOMES. 12" X 12" X 2" THICK FABRICATED BY "STEPSTONE". FINISH SHALL BE KONA BROWN #1821 - LIGHT SANDBLAST FINISH.

(10) NEW 4" WIDE BLUE HANDICAP PARKING SPACE STRIPING. PAINT SHALL BE DURABLE VEHICULAR TRAFFIC RATED PAINT.

(11) NEW 6" WIDE X 12" DEEP COLORED CONCRETE BAND, WITH BOTTOM 6" EMBEDDED IN COMPACTED SOIL. TOP SURFACE SHALL BE FLUSH WITH ADJACENT ASPHALT PAVING OR PAVERS, WHERE OCCURS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677, LIGHT SANDBLASTED FINISH. SEE CIVIL DRAWINGS FOR GRADES.

(12) NEW 24" WIDE X 12" DEEP COLORED CONCRETE BAND, WITH BOTTOM 6" EMBEDDED IN COMPACTED SOIL. TOP SURFACE SHALL BE FLUSH WITH ADJACENT ASPHALT PAVING OR PAVERS, WHERE OCCURS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677, LIGHT SANDBLASTED FINISH. SEE CIVIL DRAWINGS FOR GRADES.

(13) NEW HANDICAP PARKING SYMBOL PAINTED ON ASPHALT. SEE DETAIL -/A1.5.

(14) NEW **"NO PARKING"** WHITE PAINT, PAINTED ON ASPHALT. PAINT SHALL BE DURABLE VEHICULAR TRAFFIC RATED PAINT. LETTERS SHALL BE 12" HIGH.

(15) NEW 4" WIDE WHITE HANDICAP PARKING SPACE STRIPING. PAINT SHALL BE DURABLE VEHICULAR TRAFFIC RATED PAINT. STRIPING SHALL BE AT 45 DEGREE DIAGONAL AND 36" APART FROM CENTER TO CENTER.

(16) NEW 9-1/4" WIDE X 18" DEEP CONCRETE MOW BAND. TOP SURFACE SHALL BE FLUSH WITH ADJACENT ASPHALT PAVING OR PAVERS, WHERE OCCURS. COLOR SHALL BE INTEGRAL COLOR TO MATCH "DAVIS" KAILUA - 677, LIGHT SANDBLASTED FINISH. SEE CIVIL DRAWINGS FOR FINISH GRADES AGAINST BAND.

(17) NEW "STEPSTONE" PAVERS - CALARC PAVERS ARE 6" WIDE X 24" LONG X 2-1/2" THICK. (ACTUAL SIZE IS 5-7/8" X 23-7/8") COLOR SHALL BE KONA BROWN #1821 IN LIGHT SANDBLASTED FINISH.

(18) NEW "STEPSTONE" PAVERS - CALARC PAVERS ARE 6" WIDE X 12" LONG X 2-1/2" THICK. (ACTUAL SIZE IS 5-7/8" X 11-7/8"). COLOR SHALL BE KONA BROWN #1821 IN LIGHT SANDBLAST FINISH.

(19) NEW "STEPSTONE" PAVERS - CALARC PAVERS ARE 12" WIDE X 24" LONG X 2-1/2" THICK (ACTUAL SIZE IS 11-7/8" X 23-7/8") COLOR SHALL BE PEBBLE #1824 IN LIGHT SANDBLASTED FINISH.

(20) NEW "STEPSTONE" PAVERS - CALARC PAVERS ARE 12" WIDE X 12" LONG X 2-1/2" THICK. (ACTUAL SIZE IS 11-7/8" X 11-7/8") COLOR SHALL BE PEBBLE #1824 IN LIGHT SANDBLAST FINISH.

PROJECT TITLE
PAVILION FOR CHILD AND ADOLESCENT HEALTH AT THE BARBARA SINATRA CHILDREN'S CENTER
CLIENT
BARBARA SINATRA CHILDREN'S CENTER AT EISENHOWER HEALTH CENTER RANCHO MIRAGE, CA

DRAWING TITLE
ENLARGED SITE PLAN

UA DESIGN CONSULTING
25219 FUERDINGREN PL.
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(760) 668-8986
Frank@uadesignconsulting.com

LICENSED ARCHITECT
FRANCISCO J. URRUTIA
C-7467
7-31-27
RENEWAL DATE
STATE OF CALIFORNIA

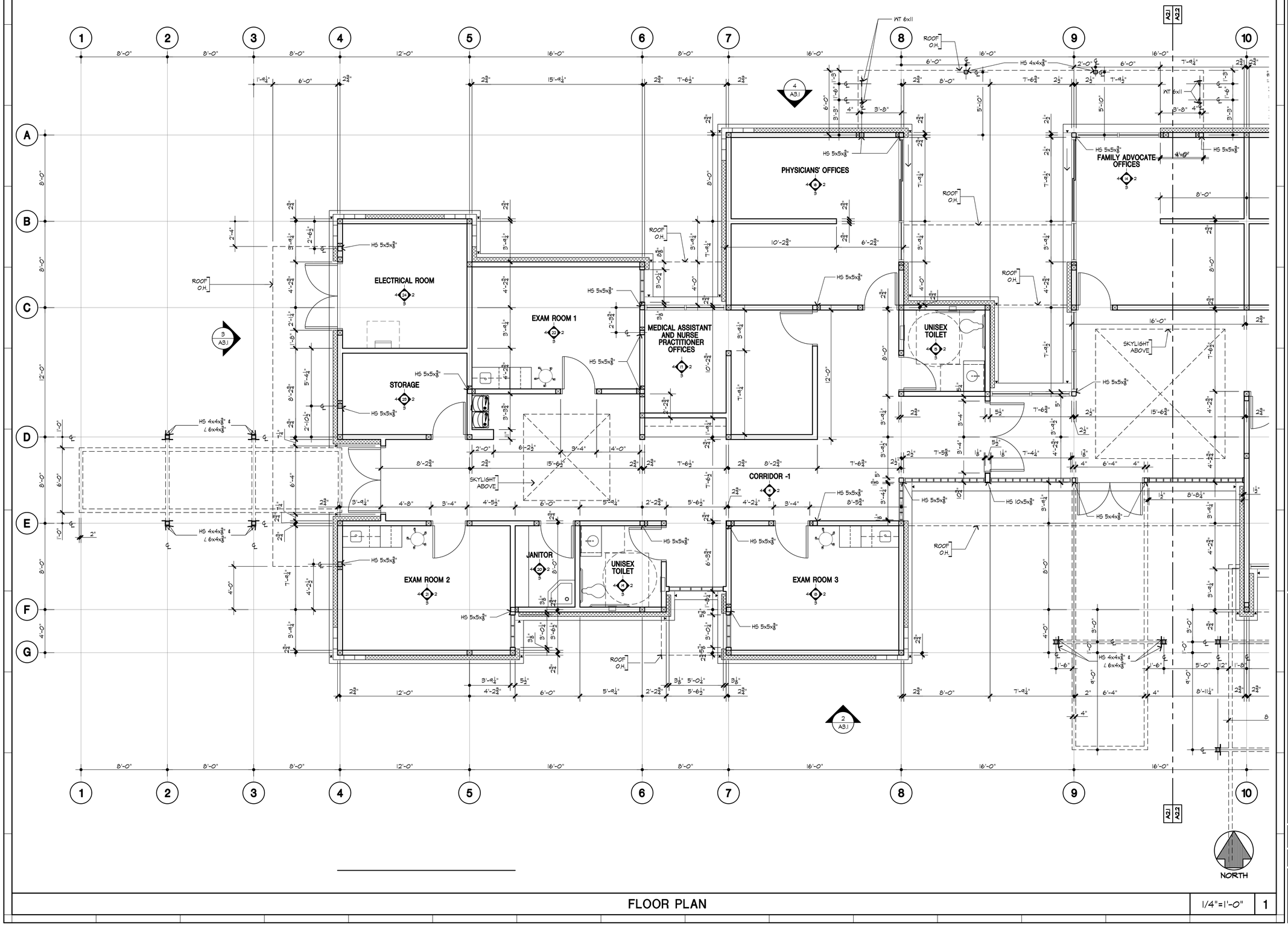
FRANCISCO J. URRUTIA, F.A.R.A. C-7467

DATE
SEPTEMBER 13, 2026

PROJECT NUMBER
2400.00

REVISIONS
- -

DRAWING NUMBER
A1.5



FLOOR PLAN

1/4"=1'-0"

1

FLOOR PLAN AREA SUMMARY

•	ROOM 1 - CHILDRENS PLAY AREA (AREA WILL BE USED AS A PLAY AREA FOR CHILDREN WHILE WAITING)	283 SF
•	ROOM 2 - WAITING (AREA WILL BE USED FOR VISITOR WAITING)	288 SF
•	ROOM 3 - RECEPTION (RECEPTION DESK, INCLUDES ENTRY AREA)	232 SF
•	ROOM 4 - STORAGE (PRINTER, FILES, OFFICE SUPPLIES)	104 SF
•	ROOM 5 - UNI-SEX TOILET (HANDICAP TOILET ROOM FOR BREAKROOM)	64 SF
•	ROOM 6 - MECHANICAL ROOM (LOCATION FOR WATER HEATER, LANDSCAPE LOW-VOLTAGE CONTROLS, CONTROLS FOR HVAC UNITS ON ROOF, ROOF ACCESS.)	144 SF
•	ROOM 7 - BREAKROOM (STAFF AND VISITOR BREAKROOM)	384 SF
•	ROOM 8 - UNI-SEX TOILET (HANDICAP TOILET ROOM FOR WAITING AREA)	64 SF
•	ROOM 9 - CORRIDOR - 1 (CIRCULATION AREA BETWEEN ROOMS)	1070 SF
•	ROOM 10 - CORRIDOR - 2 (CIRCULATION AREA BETWEEN ROOMS)	766 SF
•	ROOM 11 - FAMILY ADVOCATE OFFICES (TWO OFFICES FOR STAFF FOR FAMILY COUNSELING)	256 SF
•	ROOM 12 - DIRECTOR'S OFFICE (FACILITY DIRECTOR'S OFFICE)	224 SF
•	ROOM 13 - CONFERENCE ROOM (USED FOR STAFF MEETINGS, DIRECTOR'S MEETINGS, LARGE GROUP MEETINGS)	384 SF
•	ROOM 14 - FAMILY ADVOCATE OFFICES (TWO OFFICES FOR STAFF FOR FAMILY COUNSELING)	256 SF
•	ROOM 15 - UNI-SEX TOILET (HANDICAP TOILET ROOM FOR STAFF OFFICES AREA)	64 SF
•	ROOM 16 - PHYSICIANS' OFFICES (TWO OFFICES FOR STAFF FOR ON STAFF AND VISITING PHYSICIANS)	256 SF
•	ROOM 17 - MEDICAL ASSISTANT AND NURSE PRACTITIONER OFFICES (OFFICES FOR MEDICAL ASSISTANT AND NURSE PRACTITIONER)	144 SF
•	ROOM 18 - EXAM ROOM 3 (EXAM ROOM FOR EXAMINING CHILDREN THAT HAVE BEEN PHYSICALLY ABUSED)	192 SF
•	ROOM 19 - UNI-SEX TOILET (HANDICAP TOILET ROOM FOR EXAM ROOMS)	64 SF
•	ROOM 20 - JANITOR (JANITOR'S ROOM FOR DAILY SANITARY MAINTENACE)	48 SF
•	ROOM 21 - EXAM ROOM 2 (EXAM ROOM FOR EXAMINING CHILDREN THAT HAVE BEEN PHYSICALLY ABUSED)	192 SF
•	ROOM 22 - EXAM ROOM 1 (EXAM ROOM FOR EXAMINING CHILDREN THAT HAVE BEEN PHYSICALLY ABUSED)	192 SF
•	ROOM 23 - STORAGE (STORAGE OF MEDICAL SUPPLIES FOR EXAM ROOMS)	96 SF
•	ROOM 24 - ELECTRICAL ROOM (LOCATION OF ELECTRICAL EQUIPMENT, COMPUTER EQUIPMENT, FIRE SPRINKLER SYSTEM, LANDSCAPE LOW-VOLTAGE CONTROLS, ACCESS TO ROOF.	168 SF
	TOTAL BUILDING AREA =	5,940 SF

PROJECT TITLE / CLIENT
PAVILION FOR CHILD AND ADOLESCENT HEALTH
AT THE BARBARA SINATRA CHILDREN'S CENTER
BARBARA SINATRA CHILDREN'S CENTER
AT EISENHOWER HEALTH CENTER
RANCHO MIRAGE, CA

DRAWING TITLE
FLOOR PLAN

UA DESIGN CONSULTING
25219 FUERDINGREN PL.
CUSTER, SD 57730
(760) 408-9786
Frank@uadesignconsulting.com

LICENSED ARCHITECT
FRANCISCO J. URRUTIA
C-7467
7-31-27
RENEWAL DATE
STATE OF CALIFORNIA

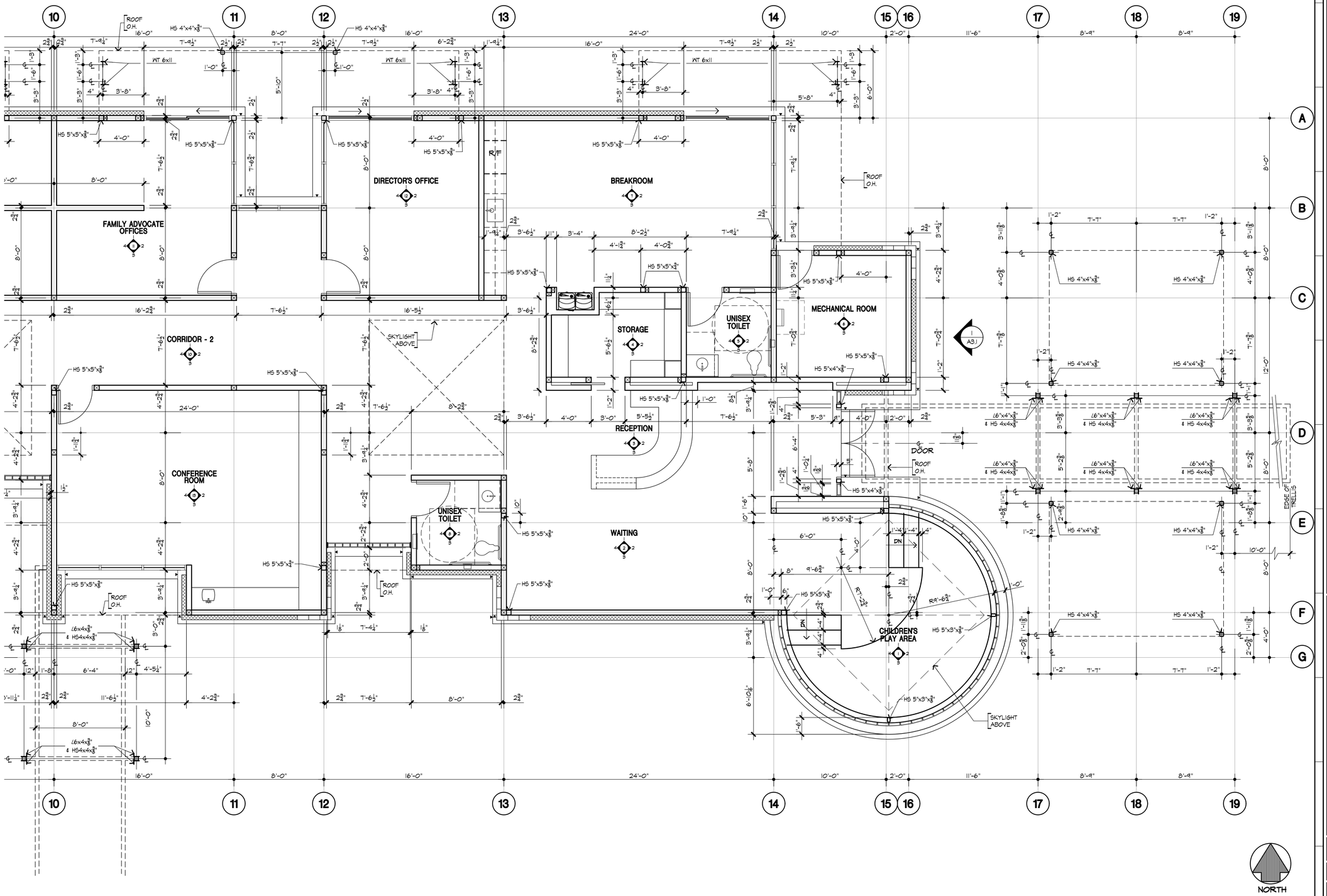
FRANCISCO J. URRUTIA, F.A.R.A. C-7467

DATE: JULY 01, 2026

PROJECT NUMBER: 2400.00

REVISIONS
- -

DRAWING NUMBER: A2.1



FLOOR PLAN

1/4"=1'-0"

1

FLOOR PLAN AREA SUMMARY

10

• ROOM 1 - CHILDRENS PLAY AREA (AREA WILL BE USED AS A PLAY AREA FOR CHILDREN WHILE WAITING)	283 SF
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• ROOM 3 - RECEPTION (RECEPTION DESK, INCLUDES ENTRY AREA)	232 SF
• ROOM 4 - STORAGE (PRINTER, FILES, OFFICE SUPPLIES)	104 SF
• ROOM 5 - UNI-SEX TOILET (HANDICAP TOILET ROOM FOR BREAKROOM)	64 SF
• ROOM 6 - MECHANICAL ROOM (LOCATION FOR WATER HEATER, LANDSCAPE LOW-VOLTAGE CONTROLS, CONTROLS FOR HVAC UNITS ON ROOF, ROOF ACCESS.)	144 SF
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• ROOM 23 - STORAGE (STORAGE OF MEDICAL SUPPLIES FOR EXAM ROOMS)	96 SF
• ROOM 24 - ELECTRICAL ROOM (LOCATION OF ELECTRICAL EQUIPMENT, COMPUTER EQUIPMENT, FIRE SPRINKLER SYSTEM, LANDSCAPE LOW-VOLTAGE CONTROLS, ACCESS TO ROOF.	168 SF
TOTAL BUILDING AREA =	5,940 SF

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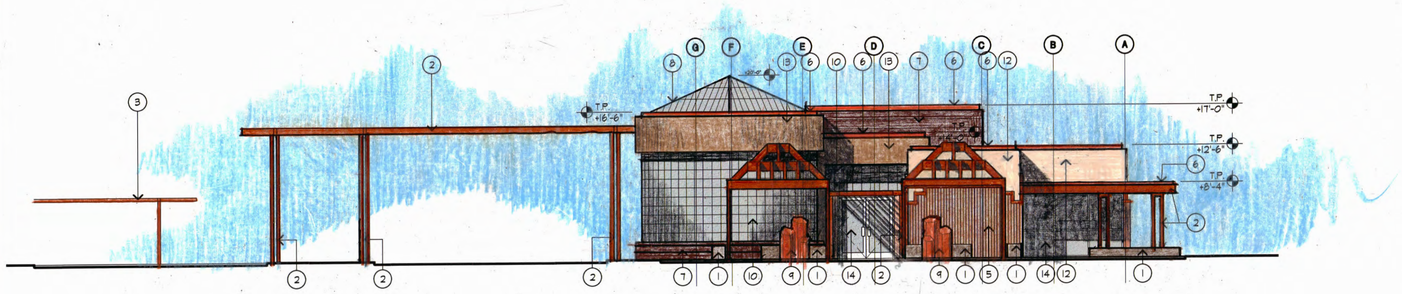
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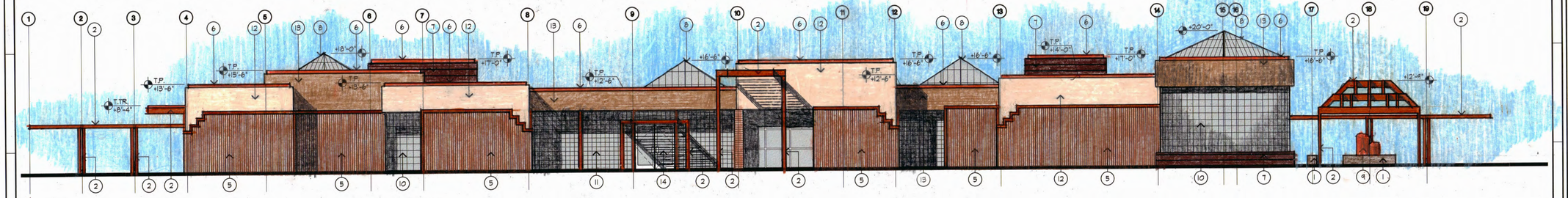
DATE	PROJECT NUMBER
JULY 01, 2026	2400.00

REVISIONS
- -

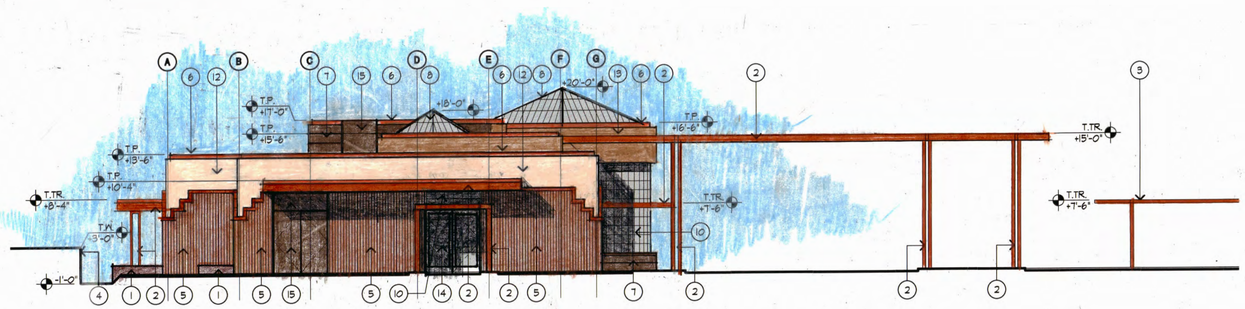
DRAWING NUMBER
A2.2



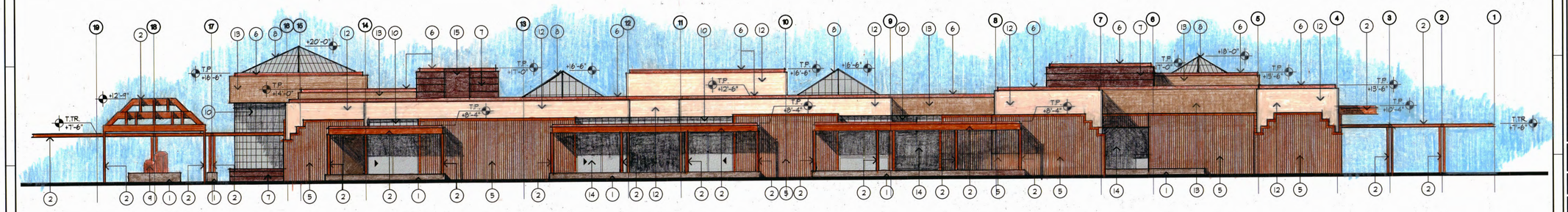
EAST EXTERIOR ELEVATION | 1/8"=1'-0" | 1



SOUTH EXTERIOR ELEVATION | 1/8"=1'-0" | 2



WEST EXTERIOR ELEVATION | 1/8"=1'-0" | 3



NORTH EXTERIOR ELEVATION | 1/8"=1'-0" | 4

KEYNOTES

1. COLORED CONCRETE "DAVIS" KAILUA - 677, LIGHT SANDBLASTED FINISH.
2. STEEL TRELLIS, COLUMNS, AND BEAMS PAINTED "BENJAMIN MOORE" 2094-10 "BURNT CINNAMON" SATIN FINISH.
3. EXISTING STEEL COLUMN AND BEAMS PAINTED "BENJAMIN MOORE" 2094-10 "BURNT CINNAMON" SATIN FINISH.
4. MASONRY RETAINING WALL "ANGELUS BLOCK COMPANY", TAN COLORED 7-RIB SPLIT FACE ONE SIDE - 8 X 8 X 16 WITH "ANGELUS BLOCK COMPANY" LADERA BROWN PRECISION CAP 8 X 2 X 16.
5. MASONRY VENEER "ANGELUS BLOCK COMPANY", TAN COLORED 7-RIB SPLIT FACE ONE SIDE - 4 X 8 X 16 WITH WALL CAP "ANGELUS BLOCK COMPANY" LADERA BROWN PRECISION CAP - 4X4X16 AND 4X4X12.
6. SHEET METAL - 24 GA SHEET METAL "WESTERN STATES METAL ROOFING" - "CORTEN AZP RAW" FINISH.
7. METAL WALL PANELS - 24 GA STEEL NARROW GROOVE "WESTERN STATES METAL ROOFING" 8" FACE SIZE "DARK BRONZE" FINISH.
8. SKYLIGHT "KALWALL" PYRAMID (33.33-DEGREE PITCH) SHAPED SKYLIGHT, OFF WHITE COLORED TRANSLUCENT PANELS.
9. WATER FEATURE STONE COLUMNS, GOLD CREEK BASALT "COVERALL STONE". COLUMNS CORES FOR WATER FLOW TO TOP.
10. GLASS BLOCK "SEVES" GLASS BLOCK - 12" X 12" X 4" "CROSS LARGE" PATTERN.
11. GLASS BLOCK "SEVES" GLASS BLOCK - 8" X 8" X 4" "CROSS RIBBED" PATTERN.
12. PLASTER LIGHT STIPPLE FINISH WITH "BENJAMIN MOORE" 1067 "BLOND WOOD" EGGSHELL FINISH.
13. PLASTER LIGHT STIPPLE FINISH WITH "BENJAMIN MOORE" 1071 "FAIRMONT GOLD" EGGSHELL FINISH.
14. GLASS MEDIUM BRONZE TINTED 1" INSULATED GLASS PANELS WITH DARK BRONZE ALUMINUM FRAMES.
15. METAL DOOR PAINTED "BENJAMIN MOORE" 2128-10 "BLACK BEAUTY" SATIN FINISH.

PROJECT TITLE: PAVILION FOR CHILD AND ADOLESCENT HEALTH AT THE BARBARA SINATRA CHILDREN'S CENTER
CLIENT: BARBARA SINATRA CHILDREN'S CENTER AT EISENHOWER HEALTH CENTER RANCHO MIRAGE, CA

DRAWING TITLE: EXTERIOR ELEVATIONS

UA DESIGN CONSULTING
25219 F.IERDINGREN PL.
CUSTER, SD 57730
(760) 409-8786
Frank@uadesignconsulting.com

LICENSED ARCHITECT
FRANCISCO J. URRUTIA
C-7467
7-31-27
RENEWAL DATE
STATE OF CALIFORNIA

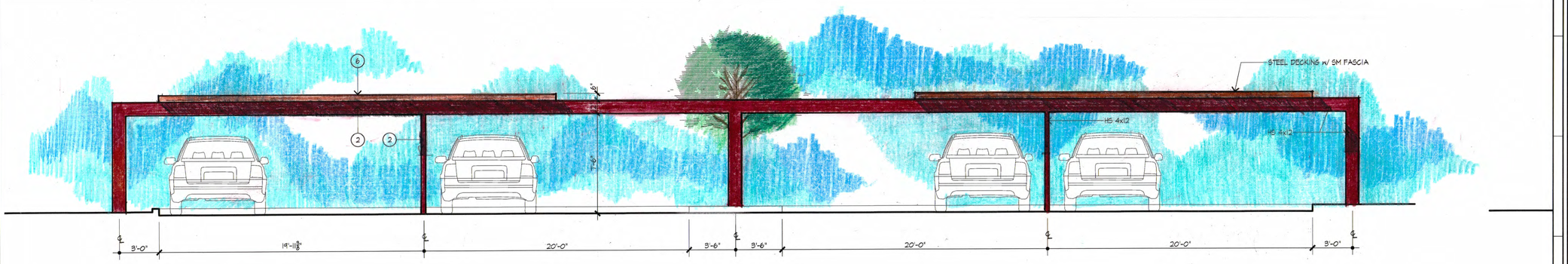
FRANCISCO J. URRUTIA, F.A.R.A. C-7467

DATE: JULY 25, 2026

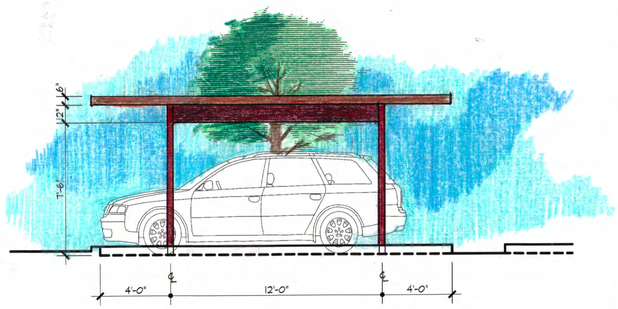
PROJECT NUMBER: 2400.00

REVISIONS
- -

DRAWING NUMBER: A3.0



CARPORT EXTERIOR ELEVATION - EAST | 1/4"=1'-0" | 1



CARPORT EXTERIOR ELEVATION - SOUTH | 1/4"=1'-0" | 1

KEYNOTES

REFER TO SHEET A3.0 FOR KEYNOTES

PROJECT TITLE / CLIENT: PAVILION FOR CHILD AND ADOLESCENT HEALTH AT THE BARBARA SINATRA CHILDREN'S CENTER
BARBARA SINATRA CHILDREN'S CENTER AT EISENHOWER HEALTH CENTER
RANCHO MIRAGE, CA

DRAWING TITLE: CARPORT EXTERIOR ELEVATIONS

UA DESIGN CONSULTING
29219 CANWOOD ST. #130
AGOURA HILLS, CA 91301
(760) 409-8786
Frank@uadesignconsulting.com

LICENSED ARCHITECT
FRANCISCO J. URRUTIA
C-7467
7-31-27
RENEWAL DATE
STATE OF CALIFORNIA

FRANCISCO J. URRUTIA, F.A.R.A. C-7467

DATE: SEPTEMBER 13, 2026

PROJECT NUMBER: 2400.00

REVISIONS
△ -
△
△

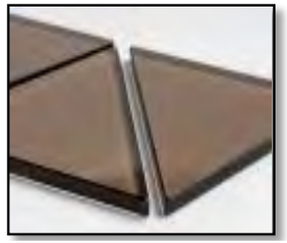
DRAWING NUMBER: A3.01



#10 - SEVES Glass Block
12”x12” x 4” Cross Large



#11 - SEVES Glass Block
8”x 8” x 4” Cross Rib



#14 - Bronze Tinted Dual Glazing with Dark Bronze Frames



#8 - KALWALL Pyramid Skylight

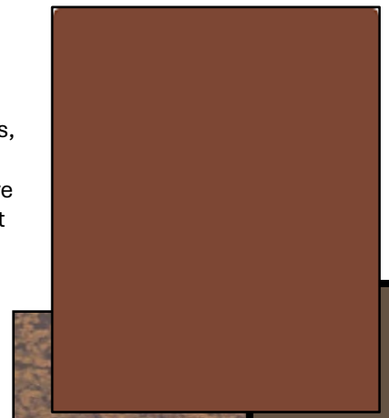


#7 – Narrow Groove Metal Siding – Dark Bronze “WESTERN STATES METAL ROOFING”

#12 - Plaster Color - Benjamin Moore1067 “Blond Wood”

#13 - Plaster Color – Benjamin Moore 1071 “Fairmont Gold”

#2 & 3 - Steel Trellis, Columns, and Beams Benjamin Moore 2094-10 “Burnt Cinnamon”



#1 - Davis Kailua 677 Colored Medium Sandblasted Concrete

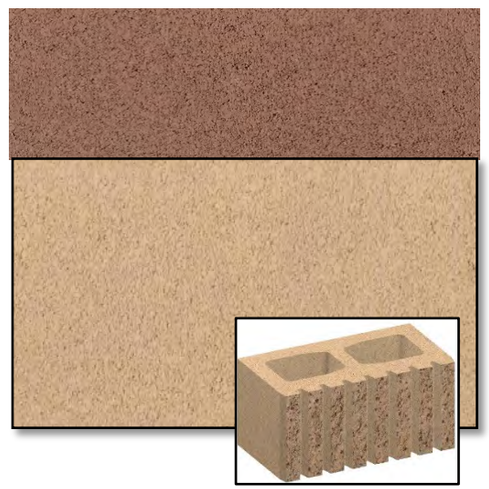


#6 – “Corten AZP Aged” Sheetmetal



#9 - Gold Creek Basalt Stone Entry Fountain

#4 - “ANGELUS BLOCK” Ladera Brown – 8”x2”x16” precision cap



#5 – “ANGELUS BLOCK” Tan 4” x 8” x 16” 7-Rib Split Face Veneer and Ladera Brown 4”x4”x16” Cap

Stepstone Paver
Kona Brown 1821
Light Sandblast

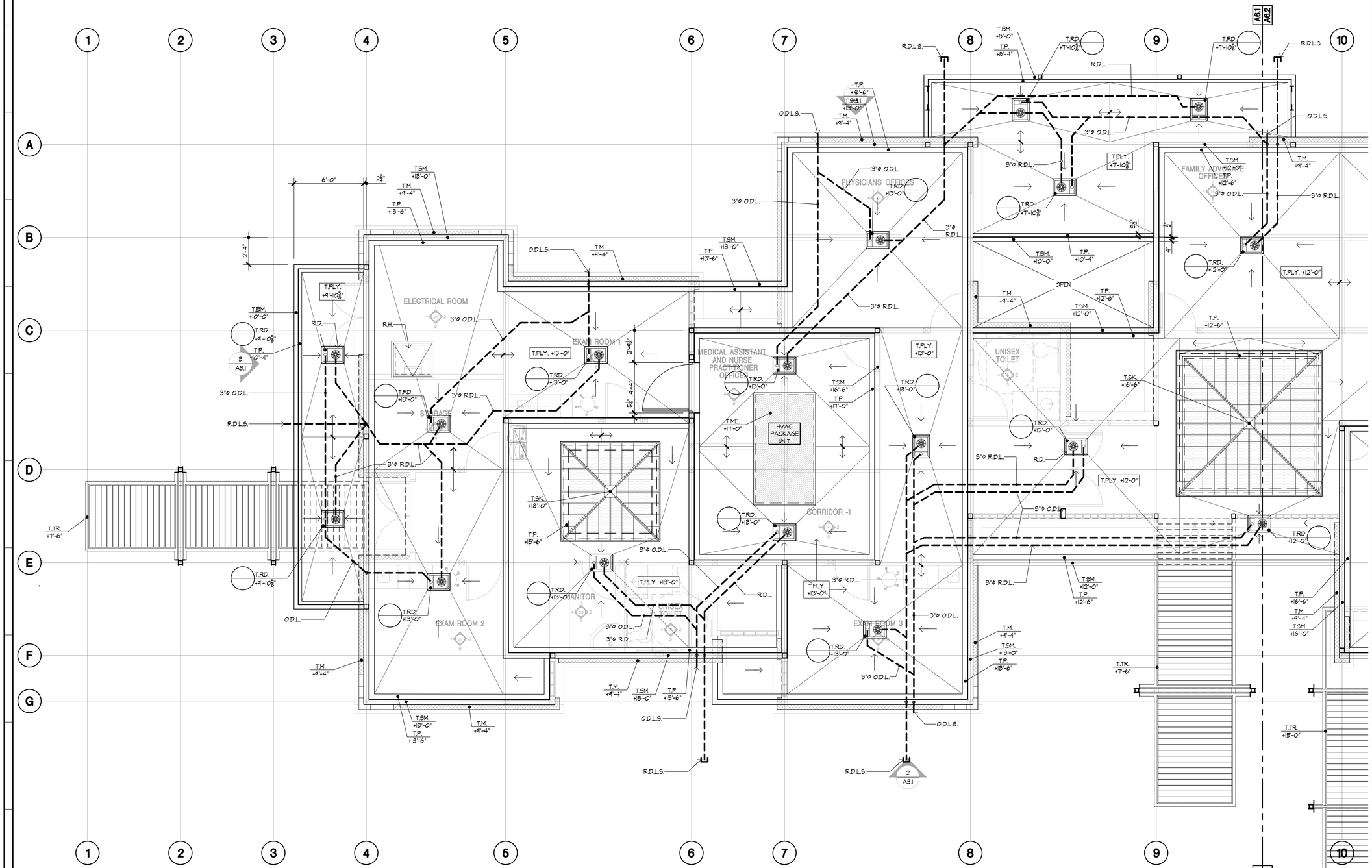


Stepstone Paver
Pebble 1824
Light Sandblast

Stepstone Paver
Café’ Brown 1807
Light Sandblast

PAVILION FOR CHILD AND ADOLESCENT HEALTH AT THE BARBARA SINATRA CHILDREN’S CENTER

UA DESIGN CONSULTING
25219 FJERDINGREN PLACE
CUSTER, SD 57730
(760) 409-8786
Frank@uadesignconsulting.com



LEGEND

T.R.	-	TOP OF ROOFING
R.H.	-	ROOF ACCESS HATCH
T.SK.	-	TOP OF SKYLIGHT
T.ME.	-	TOP OF MECHANICAL EQUIPMENT
T.P.	-	TOP OF PARAPET
T.BM.	-	TOP OF BEAM
T.M.	-	TOP OF MASONRY
T.TR.	-	TOP OF TRELLIS
T.SM.	-	TOP OF SHEET METAL
T.PLY.	-	TOP OF PLYWOOD
T.R.D.	-	TOP OF ROOF AND OVERFLOW DRAIN
R.D.L.	-	INTERNAL ROOF DRAIN LINE
O.D.L.	-	INTERNAL OVERFLOW ROOF DRAIN LINE
R.D.L.S.	-	ROOF DRAIN LINE STUBBED OUT AND TIED INTO STORM DRAIN
O.D.L.S	-	OVERFLOW DRAIN LINE STUBBED OUT OF WALL

ROOF PLAN - SOUTH — 1/4"=1'-0" — 1

PROJECT TITLE: PAVILION FOR CHILD AND ADOLESCENT HEALTH AT THE BARBARA SINATRA CHILDREN'S CENTER
CLIENT: BARBARA SINATRA CHILDREN'S CENTER AT EISENHOWER HEALTH CENTER RANCHO MIRAGE, CA

DRAWING TITLE: ROOF PLAN - SOUTH

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Frank@uadesignconsulting.com

LICENSED ARCHITECT — FRANCISCO J. URRUTIA — C-7467 — 7-31-27 RENEWAL DATE — STATE OF CALIFORNIA

FRANCISCO J. URRUTIA, F.A.R.A. C-7467

DATE: JULY 01, 2026

PROJECT NUMBER: 2400.00

REVISIONS
- -

DRAWING NUMBER: A6.1

KEYNOTES

LEGEND

T.R.	-	TOP OF ROOFING
R.H.	-	ROOF ACCESS HATCH
T.SK.	-	TOP OF SKYLIGHT
T.ME.	-	TOP OF MECHANICAL EQUIPMENT
T.P.	-	TOP OF PARAPET
T.BM.	-	TOP OF BEAM.
T.M.	-	TOP OF MASONRY
T.TR.	-	TOP OF TRELLIS
T.SM.	-	TOP OF SHEET METAL
T.PLY.	-	TOP OF PLYWOOD
T.R.D.	-	TOP OF ROOF AND OVERFLOW DRAIN
R.D.L.	-	INTERNAL ROOF DRAIN LINE
O.D.L.	-	INTERNAL OVERFLOW ROOF DRAIN LINE
R.D.L.S.	-	ROOF DRAIN LINE STUBBED OUT AND TIED INTO STORM DRAIN
O.D.L.S	-	OVERFLOW DRAIN LINE STUBBED OUT OF WALL

PROJECT TITLE
PAVILION FOR CHILD AND ADOLESCENT HEALTH
AT THE BARBARA SINATRA CHILDREN'S CENTER
CLIENT
BARBARA SINATRA CHILDREN'S CENTER
AT EISENHOWER HEALTH CENTER
RANCHO MIRAGE, CA

DRAWING TITLE
ROOF PLAN - NORTH

UA DESIGN CONSULTING
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LICENSED ARCHITECT
FRANCISCO J. URRUTIA
C-7467
7-31-27
RENEWAL DATE
STATE OF CALIFORNIA

FRANCISCO J. URRUTIA, F.A.R.A. C-7467

DATE
JULY 01, 2026

PROJECT NUMBER
2400.00

REVISIONS
- -

DRAWING NUMBER
A6.2

ROOF PLAN - NORTH | 1/4"=1'-0" | 1


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29
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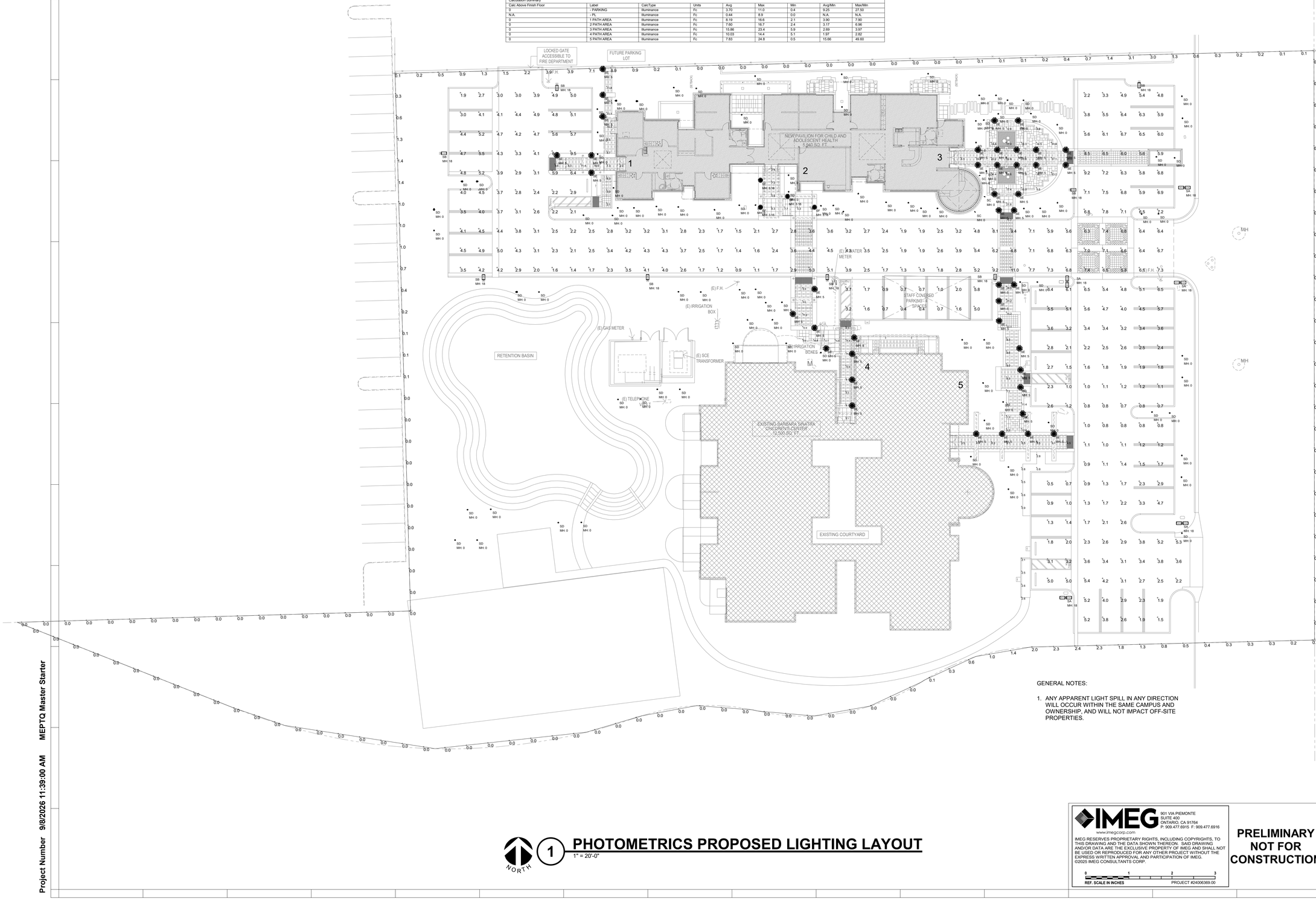

lumion


31
Bighorn Hearing Center
Barbara Sinatra Children's Center
Wells Fargo ATM
HYUNDAI
N
100 ft
Image Landsat / Copernicus


Bighorn Hearing Center
Hearing aid store
Barbara Sinatra
Children's Center
Recently viewed
Google Maps

Luminaire Schedule									
Mounting Height	Symbol	Qty	Label	Arrangement	Description	Tag	LLF	Luminaire Lumens For Filename >	Luminaire Watts For Filename >	Filename
18		5	SA	Back-Back	LSI SLM-LED-09L-SIL-SW-50-70CRI	POLE MOUNTED 2@180	0.900	9261	63	SLM-LED-09L-SIL-SW-50-70CRI.ies
18		8	SB	Single	LSI SLM-LED-12L-SIL-FT-30-70CRI	POLE MOUNTED SINGLE	0.900	12604	85	SLM-LED-12L-SIL-FT-30-70CRI.ies
0		3	SC	Single	FB-3LED-BZ	UP-LIGHT	0.900	167	4.1	FB-3LED.IES
0		97	SD	Single	ACT4-SV-L07-K30-WF-BZ	WELL LIGHT	0.900	499	9.87	ACT4-SV-L07-K30-WF-BZ.ies
5		42	SE	Single	SOLERA: SSQB-4-18W-35K-UNV-ABT-OPL LENS-TYS-TP/TS/BL - 40in CUSTOM HEIGHT	BOLLARD	0.900	2102	19.02	SSQB-4-14W-CPL-TYPEVS-3500K.ies
3.16		4	SF	Single	SOLERA: SSQB-4-14W-35K-UNV-ABT-OPL LENS-TYS-TP/TS/BL - 40in HIGH	BOLLARD	0.900	1635	15.02	SSQB-4-14W-CPL-TYPEVS-3500K.ies

Calculation Summary									
Calc Above Finish Floor	Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
0	- PARKING	Illuminance	Fc	3.70	11.0	0.4	9.25	27.50
N.A.	- PL	Illuminance	Fc	0.44	8.9	0.0	N.A.	N.A.
0	1 PATH AREA	Illuminance	Fc	8.19	16.6	2.1	3.90	7.90
0	2 PATH AREA	Illuminance	Fc	7.60	16.7	2.4	3.17	6.96
0	3 PATH AREA	Illuminance	Fc	15.86	23.4	5.9	2.69	3.97
0	4 PATH AREA	Illuminance	Fc	10.03	14.4	5.1	1.97	2.82
0	5 PATH AREA	Illuminance	Fc	7.83	24.8	0.5	15.66	49.60



GENERAL NOTES:

1. ANY APPARENT LIGHT SPILL IN ANY DIRECTION WILL OCCUR WITHIN THE SAME CAMPUS AND OWNERSHIP, AND WILL NOT IMPACT OFF-SITE PROPERTIES.

NORTH

1 PHOTOMETRICS PROPOSED LIGHTING LAYOUT

1" = 20'-0"

IMEG
www.imegcorp.com
901 VIA PIEMONTE
SUITE 400
ONTARIO, CA 91764
P: 909.477.6915 F: 909.477.6916

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REF. SCALE IN INCHES 0 1 2 3

PROJECT #24006369.00

PRELIMINARY NOT FOR CONSTRUCTION

KEYNOTES

33

PROJECT TITLE
PAVILION FOR CHILD AND ADOLESCENT HEALTH AT THE BARBARA SINATRA CHILDREN'S CENTER

CLIENT
BARBARA SINATRA CHILDREN'S CENTER AT EISENHOWER HEALTH CENTER RANCHO MIRAGE, CA

DRAWING TITLE
PHOTOMETRICS PROPOSED LIGHTING LAYOUT

UA DESIGN CONSULTING
25219 FJERDINGREN PL.
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(760) 409-8786
Frank@uadesignconsulting.com

STATE OF CALIFORNIA ★ LICENSED ARCHITECT ★ FRANCISCO J. URRUTIA C-7467 7-31-25 RENEWAL DATE

FRANCISCO J. URRUTIA, F.A.R.A. C-7467

DATE: Project Issue Date

PROJECT NUMBER: 2400.00

REVISIONS
- -

DRAWING NUMBER: E8.01

Project Number 9/8/2026 11:39:00 AM MEPTQ Master Starter

Catalog # SLM-LED-9L-SIL-5W-UNV-30-70CRI-IMS Project : Type : SA
Prepared By : Date :

SA - (BACK TO BACK MOUNTING)

Slice Medium (SLM)

Outdoor LED Area Light

IP66 IK10



OVERVIEW	
Lumen Package	9,000 - 55,000
Wattage Range	62 - 436
Efficacy Range (LPW)	114 - 162
Weight lbs(kg)	27 (12.2)
Control Options	IMSBT, ALB, ALS, 7-Pin, PCI

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction
- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 33 lbs in carton.

Optical System
- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated seal.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in distribution types 2, 3,4, 5W, FT, FTA, AM, and LC/RC.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93-95%.
- Zero uplight.
- Available in 5000K, 4000K, 3500K, 3000K and 2700K color temperatures per ANS C78.377. Also Available in Phospho Converted Amber with Peak intensity at 610nm.
- 70 or 80CRI Minimum.
- Integral louver (IL) and integral half louver (IH) options available for enhanced backlight control.

Electrical
- High-performance driver features overvoltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance chart)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 42L and 48L lumen packages rated to +40°C. 55L lumen package rate to +35°C.
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation.
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls
- Optional integral passive infrared Bluetooth™ motion sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.
- AirLink™ Blue wireless control system with technology partner Silvair incorporates Luminaire Level Lighting Controls (LLLC) and high-end trim.

Installation
- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment.
- Included terminal block accepts up to 12 ga. wire.
- Utilizes LSI's traditional B3 drill pattern. (See drawing in poles section)

Warranty
- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings
- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- DarkSky approved with 3000K color temperature selection and fixed mounting.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP66 rated Luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applicationsapplicationsare qualified.
- IK10 rated luminiare per IEC 66262 mechanical impact code.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- Patented Silicone Optics (US Patent NO. 10,816,165 B2)

LIGHTING FIXTURE SA | N.T.S. | 1

Catalog # SLM-LED-12L-SIL-FT-UNV-30-70CRI-IMS Project : Type : SB
Prepared By : Date :

SB - SINGLE FIXTURE

Slice Medium (SLM)

Outdoor LED Area Light

IP66 IK10



OVERVIEW	
Lumen Package	9,000 - 55,000
Wattage Range	62 - 436
Efficacy Range (LPW)	114 - 162
Weight lbs(kg)	27 (12.2)
Control Options	IMSBT, ALB, ALS, 7-Pin, PCI

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction
- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 33 lbs in carton.

Optical System
- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated seal.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in distribution types 2, 3,4, 5W, FT, FTA, AM, and LC/RC.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93-95%.
- Zero uplight.
- Available in 5000K, 4000K, 3500K, 3000K and 2700K color temperatures per ANS C78.377. Also Available in Phospho Converted Amber with Peak intensity at 610nm.
- 70 or 80CRI Minimum.
- Integral louver (IL) and integral half louver (IH) options available for enhanced backlight control.

Electrical
- High-performance driver features overvoltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance chart)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 42L and 48L lumen packages rated to +40°C. 55L lumen package rate to +35°C.
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation.
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls
- Optional integral passive infrared Bluetooth™ motion sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.
- AirLink™ Blue wireless control system with technology partner Silvair incorporates Luminaire Level Lighting Controls (LLLC) and high-end trim.

Installation
- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment.
- Included terminal block accepts up to 12 ga. wire.
- Utilizes LSI's traditional B3 drill pattern. (See drawing in poles section)

Warranty
- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings
- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- DarkSky approved with 3000K color temperature selection and fixed mounting.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP66 rated Luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applicationsapplicationsare qualified.
- IK10 rated luminiare per IEC 66262 mechanical impact code.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- Patented Silicone Optics (US Patent NO. 10,816,165 B2)

LIGHTING FIXTURE SB | N.T.S. | 2

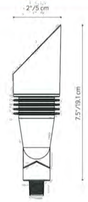
FXLuminaire

FB LED Up Light DESIGNER BASE



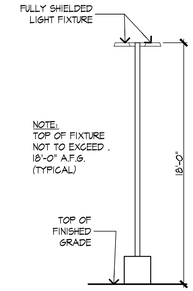
PROJECT: FX - FB-ZD-3LED-FB
CATALOG #: SC
TYPE: SC - UP-LIGHT WITH ROCKET POST
NOTES: 2700K color temperature - Wide Flood

Similar in style to its bigger brother the NP, the FB fits nicely into smaller landscapes and tight spaces. Accommodating up to a 3 LED Board, the FB offers all the same Up Light benefits of the NP in a more compact package.



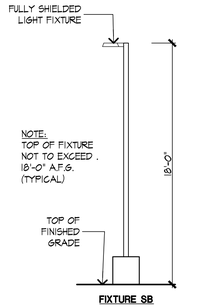
Quick Facts
- Die-cast aluminum
- Two-layer marine-grade anodization and powder coat finish
- Cree® Integrated LEDs
- ProAim™ adjustability
- Color temperature filters
- Compatible with Luxor® technology
- Phase and PWM dimmable
- Input voltage: 10-15V

LIGHTING FIXTURE SC | N.T.S. | 3



FIXTURE SA

TYPICAL LIGHT DETAIL | N.T.S. | 4



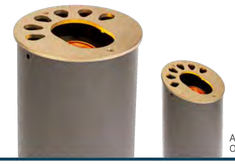
FIXTURE SB

TYPICAL LIGHT DETAIL | N.T.S. | 8

FXLuminaire

LED Well Lights

PROJECT: KG-ZD-9LED-FB
CATALOG #: SD
TYPE: WELL LIGHT
NOTES: 2700K color temperature - Spot

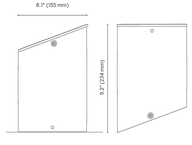


Angled Orientation

KG Well Light DESIGNER PREMIUM

Reversible angled or flat-top well light in 3, 6, or 9 LED. RGBW capable with Luxor® systems.

Quick Facts
- Die-cast brass or aluminum construction
- Powder-coat, natural, or antiqued brass finishes
- Cree® Integrated LEDs
- Reversible design for flat or angled installation
- Tamper-resistant features
- Compatible with Luxor technology
- Phase and PWM dimmable
- Input voltage: 10-15V



LANDSCAPE & ARCHITECTURAL LIGHTING

LIGHTING FIXTURE SD | N.T.S. | 5

Solera CUSTOM ARCHITECTRUAL LIGHTING ● 120 WALKER DRIVE, BRAMPTON, ONTARIO, L6T 4G9

Date:
Type: SE
Project:



SSQB BOLLARD

Square bollard fabricated from die-cast aluminum. The housing has 4 extruding bars separated by 90-degree angles. Clear lens is standard and silicone-gasketed for uncompromised outdoor performance. Standard bollard height is 40". Choose from three (3) widths. Check out the Light Column Version.

CUSTOM HEIGHT IS 60"

Name	Size	Lamping	Lumens*	Color Temp	Electrical	Mounting
SSQB	4 4" SQ 6 6" SQ 8 8" SQ	14W LED 30W LED 36W LED 18W LED	1275 2078 4680 2102	3000K 3500K 4000K 5000K	UNV HLV	120-277V 347-480V	ABT	Anchor, Bolts & Template

*Specify other — Contact Solera for other lengths

Lens	Optics		Options		Finishes
CPL Clear Polycarbonate Lens OPL LENS	TY5 TY2 TY3	Type V (Std) Type II Type III	HCO sf TP/TS PC GFR	House cut-off Single fuse Tamperproof hardware & screws Button photocell, voltage specific Ground fault receptacle	BL WH SG BZ CC	Black White Silver Gray Bronze Custom color

*See finishes info on website

*General lumens are based on Wattage and 5000K CCT
*Specific IES Files available upon request
Std – Standard Offering

SSQB- 4 _ 18W _ 35K _ UNV _ ABT _ OPL _ TY5 _ TP/TS _ BL

Customization Notes:
BOLLARD SHALL BE 60" HIGH WITH OPAL LENS
BOLLARD LED IS 19.02W - 3500K AND 2102 LUMENS

→ Info on this spec sheet will change without notice as product development is an ongoing process.

TOLL FREE: 1.877.765.3722 ● FAX: 905.457.4777 ● soleracorp.com

LIGHTING FIXTURE SE | N.T.S. | 6

Solera CUSTOM ARCHITECTRUAL LIGHTING ● 120 WALKER DRIVE, BRAMPTON, ONTARIO, L6T 4G9

Date:
Type: SF
Project:



SSQB BOLLARD

Square bollard fabricated from die-cast aluminum. The housing has 4 extruding bars separated by 90-degree angles. Clear lens is standard and silicone-gasketed for uncompromised outdoor performance. Standard bollard height is 40". Choose from three (3) widths. Check out the Light Column Version.

Name	Size	Lamping	Lumens*	Color Temp	Electrical	Mounting
SSQB	4 4" SQ 6 6" SQ 8 8" SQ	14W LED 30W LED 36W LED	1275 2078 4680	3000K 3500K 4000K 5000K	UNV HLV	120-277V 347-480V	ABT	Anchor, Bolts & Template

*Specify other — Contact Solera for other lengths

Lens	Optics		Options		Finishes
CPL Clear Polycarbonate Lens OPL LENS	TY5 TY2 TY3	Type V (Std) Type II Type III	HCO sf TP/TS PC GFR	House cut-off Single fuse Tamperproof hardware & screws Button photocell, voltage specific Ground fault receptacle	BL WH SG BZ CC	Black White Silver Gray Bronze Custom color

*See finishes info on website

*General lumens are based on Wattage and 5000K CCT
*Specific IES Files available upon request
Std – Standard Offering

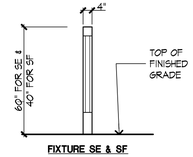
SSQB- 4 _ 14W _ 35K _ UNV _ ABT _ OPL _ TY5 _ TP/TS _ BL

Customization Notes:
FIXTURE SHALL HAVE OPAL LENS - STANDARD 40" HEIGHT.
BOLLARD LED IS 15.02W - 3500K AND 1635 LUMENS

→ Info on this spec sheet will change without notice as product development is an ongoing process.

TOLL FREE: 1.877.765.3722 ● FAX: 905.457.4777 ● soleracorp.com

LIGHTING FIXTURE SF | N.T.S. | 7



FIXTURE SE & SF

TYPICAL LIGHT DETAIL | N.T.S. | 9

TYPE	SYMBOL	MANUFACTURE/ MODEL NUMBER	MTG. HEIGHT	LAMPS LUMENS	LAMPS TYPE	DESCRIPTON AND NOTES
5A	5 | 5	LSI INDUSTRIES SLM-LED-9L-SIL-5W-UNV-30-70CRI	18'-0" A.F.G.	9261	63W LED-30K	LED POLE LIGHT WITH TYPE 5W DISTRIBUTION, MOUNTED AT 18'-0" A.F.G.
5B	OFT	LSI INDUSTRIES SLM-LED-12L-SIL-FT-UNV-30-70CRI	18'-0" A.F.G.	12604	85W LED-30K	LED POLE LIGHT WITH TYPE FORWARD THROW DISTRIBUTION, MOUNTED AT 18'-0" A.F.G.
5C		FX-FB-ZD-3LED-FB	NA	167	4.1W LED-27K	TREE UP LIGHT - WIDE FLOOD
5D		FX-KG-ZD-9LED-FB	NA	449	9.87W LED-27K	WELL LIGHT - SPOT
5E		SOLERA SSQB-4-60-18W-LED-35K-UNV-ABT-OPL-TY5-TP/TS-BL	BOLLARD 60" HIGH A.F.G.	2102	19.02W LED-35K	LED BOLLARD (CUSTOM 60" HIGH)
5F		SOLERA SSQB-4-40-14W-LED-35K-UNV-ABT-OPL-TY5-TP/TS-BL	BOLLARD 40" HIGH A.F.G.	1635	15.02W LED-35K	LED BOLLARD - 40" HIGH

LIGHTING SCHEDULE

KEYNOTES

34

PROJECT TITLE: PAVILION FOR CHILD AND ADOLESCENT HEALTH AT THE BARBARA SINATRA CHILDREN'S CENTER
CLIENT: BARBARA SINATRA CHILDREN'S CENTER AT EISENHOWER HEALTH CENTER
RANCHO MIRAGE, CA

DRAWING TITLE: LIGHTING FIXTURE CUTSHEETS

UA DESIGN CONSULTING
25219 FJERDINGREN PL.
CUSTER, SD 57730
(760) 406-8786
Fran@uadesignconsulting.com

LICENSED ARCHITECT
FRANCISCO J. URRUTIA
C-7467
7-31-27
RENEWAL DATE
STATE OF CALIFORNIA

FRANCISCO J. URRUTIA, F.A.R.A. C-7467

DATE: SEPTEMBER 08, 2026

PROJECT NUMBER: 2400.00

REVISIONS
- –

DRAWING NUMBER: SPE1.2

PROJECT:

PAVILION for CHILD ADOLESCENT HEALTH

EISENHOWER HEALTH

39000 Bob Hope Drive, Rancho Mirage CA. 92270

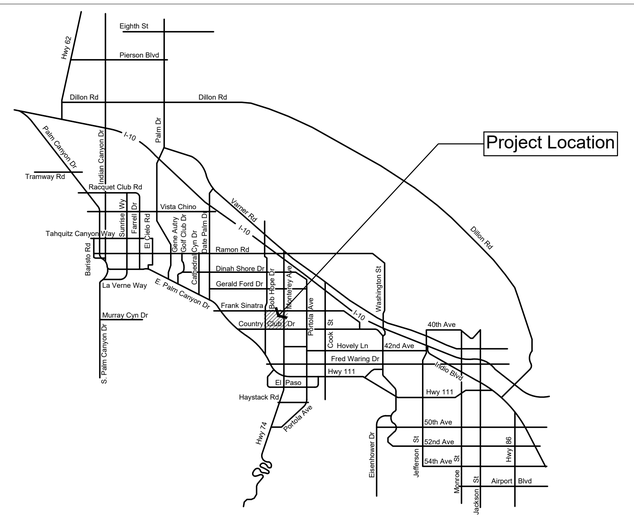
PROJECT INFORMATION

PROJECT	CIVIL ENGINEER
Pavilion for Child and Adolescent Health Eisenhower Health 39000 Bob Hope Drive, Rancho Mirage CA. 92270	
ARCHITECT UA Design Consulting 25219 Fjerdingren Place Custer, SD. 57730 Phone: 760.409.8786 Email: Frank@uadesignconsulting.com	

SHEET INDEX

PL-1	TITLE SHEET
PL-2	PRELIMINARY OVERALL LANDSCAPE
PL-3	(east) PRELIMINARY LANDSCAPE PLAN
PL-4	(west) PRELIMINARY LANDSCAPE PLAN
PL-5	PRELIMINARY LANDSCAPE PLANTINGS
PL-6	(east) PRELIMINARY LANDSCAPE LIGHTING
PL-7	(west) PRELIMINARY LANDSCAPE LIGHTING
PL-8	PRELIMINARY AREA of LANDSCAPE
PL-9	PARKING SHADE PLAN

VICINITY MAP



RANDY PURNEL LANDSCAPE ARCHITECTS

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Consulting
Residential design
Commercial design

ca. lic. 4275

LICENSED LANDSCAPE ARCHITECT
RANDY W. PURNEL NO. 4275
STATE OF CALIFORNIA
Signature
10-31-25
Renewal Date
Date

sheet title: PRELIMINARY TITLE SHEET

project: Pavilion for Child and Adolescent Health
Barbara Sinatra Children's Center
Eisenhower Health Rancho Mirage CA. 92270

specifications
sheet ☐ book ☐

date	
by	
revision	
delta	

drawn	rwp
proj. no.	2502
date	9.10.26
scale	no scale

sheet no.

PL-1



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RANDY W PURNEL NO. 4275
STATE OF CALIFORNIA
Signature
12-31-25
Renewal Date
Date

sheet title:
PRELIMINARY OVERALL LANDSCAPE

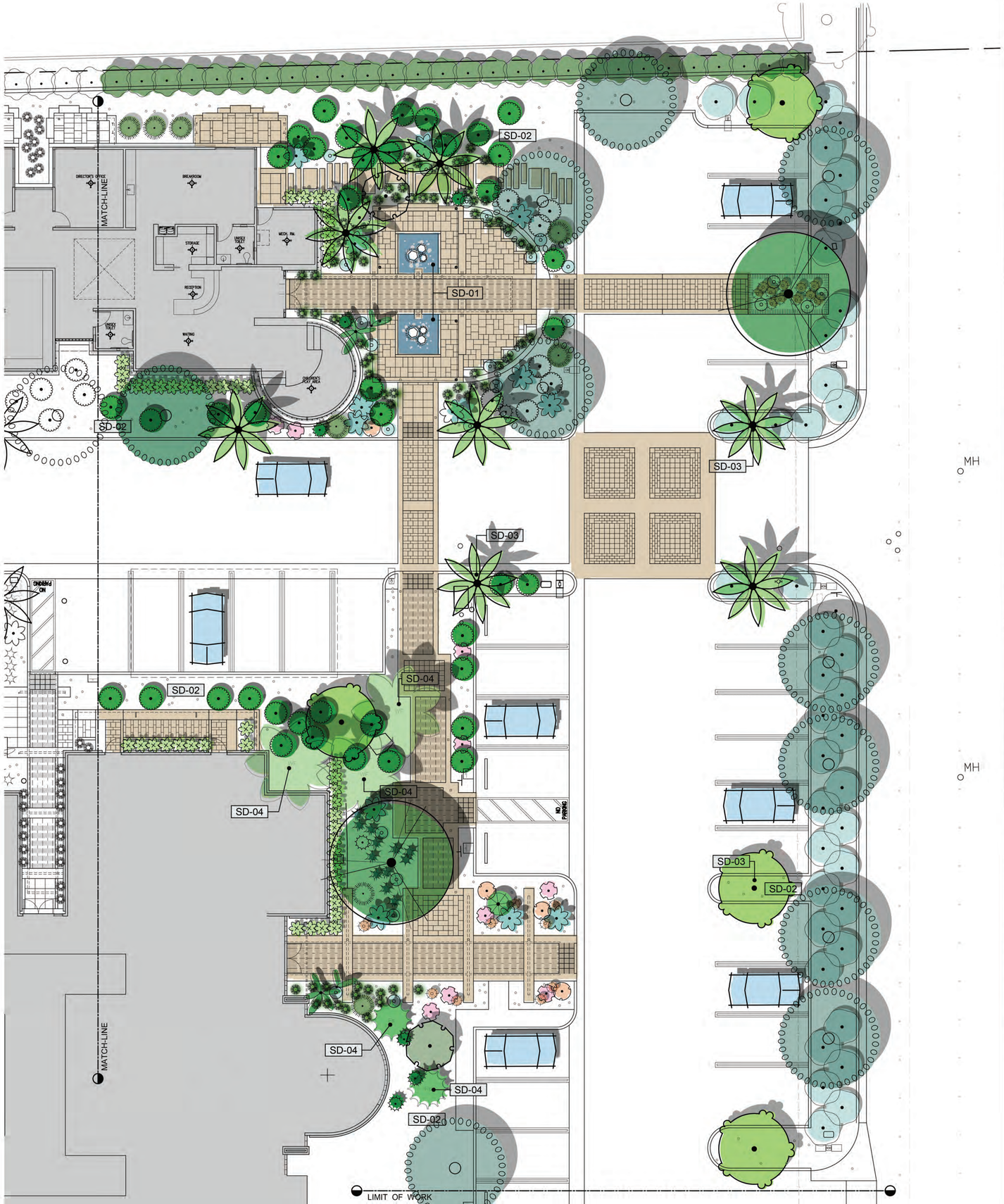
project:
Pavilion for Child and Adolescent Health
Barbara Sinatra Children's Center
Eisenhower Health Rancho Mirage CA. 92270

specifications
sheet ☐ book ☐

delta	revision	by	date

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proj. no.	2502
date	9.10.26
scale	1/16" =1'-0"

sheet no.
PL-2



PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT	QTY	REMARKS
TREES				
	ACACIA ANEURA / MULGA	48"BOX	16	MULTI TRUNK TREE OF BALANCE AND NATURAL FORM
	ACACIA WILLARDIANA / PALO BLANCO	36"BOX	13	XXX
	CAESALPINIA CACALACO 'SMOOTHIE' / SMOOTHIE THORNLESS CASCALOTE	60"BOX	7	MULTI TRUNK WITH VEHICULAR AND PEDESTRIAN CLEARANCE
	CAESALPINIA X 'MINSTAMEPA' / SIERRA SUN® CAESALPINIA	30" BOX	3	MULTI TRUNK TREE OF BALANCE AND NATURAL FORM
	PARKINSONIA PRAECOX / SONORAN PALO VERDE	60"BOX	3	TREE OF SPECIAL INTEREST
PALMS				
	WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM	TRUNK HEIGHT	25	ALL PALMS TO BE 18' BROWN TRUNK AND SKINNED
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY	REMARKS
SHRUBS				
	FICUS NITIDA / WEEPING FIG	36" BOX	62	NEW PRIVACY HEDGE
ACCENTS				
	AGAVE WEBERI / WEBER AGAVE	24"BOX	24	
	DASYLIRION LONGISSIMUM / MEXICAN GRASS TREE	15 GAL	18	
	DASYLIRION WHEELERI / DESERT SPOON	15 GAL	7	
	ECHINOPSIS PACHANOI / SAN PEDRO CACTUS	24"BOX	17	ARRANGEMENT OF SPECIAL FUNCTION
	EUPHORBIA INGENS / CANDELABRA TREE	36" BOX	4	SUCCULENT OF SPECIAL INTEREST
	FOUQUIERIA MACDOUGALII / MEXICAN TREE OCOTILLO	36" BOX	4	
	HESPERALOE X FUNIFERA 'LITTLE GIANT' / LITTLE GIANT DWARF HESPERALOE	15 GAL	21	
CACTI AND SUCCULENTS				
	AGAVE MACROACANTHA / BLACK SPINED AGAVE	5 GAL	20	
	AGAVE X 'BLUE GLOW' / BLUE GLOW AGAVE	5 GAL	33	
	FEROCACTUS PILOSUS / RED BARREL CACTUS	SELECTED	20	
	PEDILANTHUS MACROCARPUS / LADY'S SLIPPER	15 GAL	66	
GROUND COVER				
	BACCHARIS X 'STARN' / STARN THOMPSON® COYOTE BRUSH	5 GAL	145	
	CAREX TUMULICOLA / BERKELEY SEDGE	5 GAL	154	
	DALEA GREGGII / TRAILING INDIGO BUSH	5 GAL	88	
	DICHONDRA ARGENTEA 'SILVER FALLS' / SILVER FALLS DICHONDRA	5 GAL	33	
PERENNIALS				
	SPHAERALCEA AMBIGUA 'ORANGE CRUSH' / ORANGE CRUSH DESERT GLOBEMALLOW	5 GAL	14	
	SPHAERALCEA AMBIGUA 'PAPAGO PINK' / DESERT GLOBEMALLOW	5 GAL	27	

TOPPINGS

	DECOMPOSED GRANITE APPLIED OVER ALL AREAS OF LANDSCAPE TO A COMPACTED LAYER OF TWO INCHES
	GRANITE LANDSCAPE BOULDERS ARRANGED FOR FUNCTION AND ESTHETICS, SIZES VARY FROM 2'X2' TO 4'X5'

SITE DEVELOPMENT SCHEDULE

CODE	DESCRIPTION
UTILITIES	
SD-01	PROJECT WATER FEATURES WILL BE LOW VOLUME, LOW EVAPORATION, INCLUDING AN ENCLOSED BASIN/RESERVOIR. FEATURE WILL COMPLY AND BE A PART OF STATE/CVWD WATER USE SUBMITTAL, REVIEW AND APPROVAL.
SD-02	NEW IRRIGATION WITHIN THE PROJECT SCOPE OF WORK WILL BE WATER EFFICIENT, DRIP APPLICATION WILL COMPLY AND BE A PART OF STATE/CVWD WATER USE SUBMITTAL, REVIEW AND APPROVAL.
SD-03	PLANTING ROOT BARRIERS WILL BE NOTED, SPECIFIED AND DETAILED WITHIN THE CONSTRUCTION DOCUMENT SUBMITTAL, REVIEW AND APPROVAL PROCESS.
SD-04	SEE PLANTING SCHEDULE, SHEET PL-1 NOTING EXISTING PLANTINGS THAT WILL REMAIN AND WILL BE UTILIZED FOR PROPOSED LANDSCAPE DEVELOPMENT. A DEMOLITION PLAN WILL BE DEVELOPED AND INCLUDED WITHIN THE CONSTRUCTION DOCUMENT SUBMITTAL, REVIEW AND APPROVAL PROCESS.

0 10 20 30 feet

SCALE: 1" = 10'

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Residential design
Commercial design
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LICENSED LANDSCAPE ARCHITECT · RANDY PURNEL · NO. 4275 · Signature 12-26-25 Renewal Date Date · STATE OF CALIFORNIA

sheet title: (east) PRELIMINARY LANDSCAPE PLAN

project: Pavilion for Child and Adolescent Health
Barbara Sinatra Children's Center
Eisenhower Health Rancho Mirage CA. 92270

specifications
sheet ☐ book ☐

	date	by	revision	delta

drawn	rwp
proj. no.	2502
date	9.10.26
scale	1"=10'

sheet no.

PL-3

3 of 9



SITE DEVELOPMENT SCHEDULE	
CODE	DESCRIPTION
UTILITIES	
SD-01	PROJECT WATER FEATURES WILL BE LOW VOLUME, LOW EVAPORATION, INCLUDING AN ENCLOSED BASIN/RESERVOIR. FEATURE WILL COMPLY AND BE A PART OF STATE/CVWD WATER USE SUBMITTAL, REVIEW AND APPROVAL.
SD-02	NEW IRRIGATION WITHIN THE PROJECT SCOPE OF WORK WILL BE WATER EFFICIENT, DRIP APPLICATION WILL COMPLY AND BE A PART OF STATE/CVWD WATER USE SUBMITTAL, REVIEW AND APPROVAL.
SD-03	PLANTING ROOT BARRIERS WILL BE NOTED, SPECIFIED AND DETAILED WITHIN THE CONSTRUCTION DOCUMENT SUBMITTAL, REVIEW AND APPROVAL PROCESS.
SD-04	SEE PLANTING SCHEDULE, SHEET PC-1 NOTING EXISTING PLANTINGS THAT WILL REMAIN AND WILL BE UTILIZED FOR PROPOSED LANDSCAPE DEVELOPMENT. A DEMOLITION PLAN WILL BE DEVELOPED AND INCLUDED WITHIN THE CONSTRUCTION DOCUMENT SUBMITTAL, REVIEW AND APPROVAL PROCESS.

SEE SHEET PL-3 FOR PLANT SCHEDULE AND NOTES

0 10 20 30 feet

SCALE: 1" = 10'

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Signature
12-31-25
Renewal Date
Date
STATE OF CALIFORNIA

sheet title: (west) PRELIMINARY LANDSCAPE PLAN

project: Pavilion for Child and Adolescent Health
Barbara Sinatra Children's Center
Eisenhower Health Rancho Mirage CA. 92270

specifications
sheet ☐ book ☐

	date	by	revision
delta			

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proj. no.	2502
date	9.10.26
scale	1"=10'

sheet no.

PL-4

4 of 9



sonoran palo verde



mulga



california fan palm





smoothie thornless cascalote





sierra sun caesalpinia

TREES



orange crush
desert globemallow



papago pink
desert globemallow



starn thompson coyote brush

PERENNIALS



candelabra tree



mexican tree ocotillo

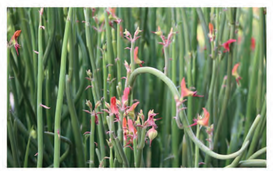




blue glow

red barrel cactus

CACTI AND SUCCULENTS



lady's slipper



little giant dwarf hesperaloe



weber agave



san pedro cactus

ACCENTS



mexican grass tree



desert spoon



silver falls dichondra

berkeley sedge

trailing indigo bush

GROUND COVER

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sheet title: PRELIMINARY LANDSCAPE PLANTINGS

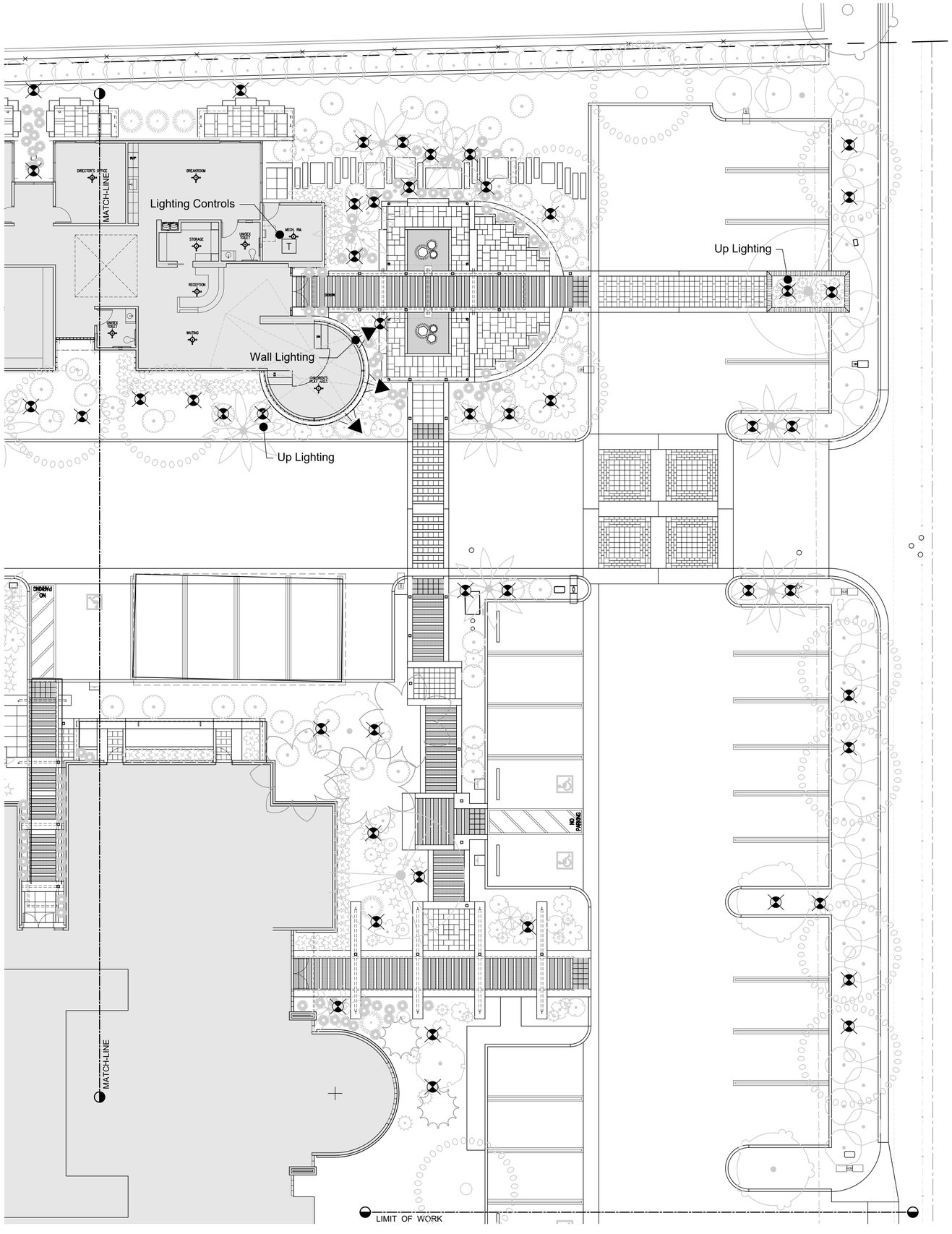
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Eisenhower Health Rancho Mirage CA. 92270

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sheet ☐ book ☐

date	
by	
revision	
delta	

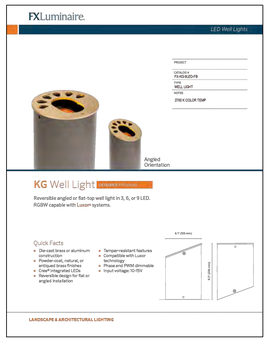
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proj. no.	2502
date	9.10.26
scale	no scale

sheet no.
PL-5
5 of 8



LIGHTING SCHEDULE

SYMBOL	MODEL DESCRIPTION	MOUNTING	LAMP	COLOR TEMP
	FX LUMINAIRE KG-ZD-9LED-FB WELL UP LIGHT, WIDE FLOOD	DIRECT MOUNT	KG-9LED	2700K
	FX LUMINAIRE FB-ZD-3LED-FB UP LIGHT WITH POST TYPE MOUNT	GROUND MOUNT	FB-3LED	2700K





SYMBOL	MODEL DESCRIPTION
T	FX LUMINAIRE LUXOR CONTROLLER LUX-300-M PRIMARY CONTROLLER
T	FX LUMINAIRE LUXOR SATELLITE CONTROLLER LSAT-300-M



0 10 20 30 feet

SCALE: 1" = 10'

RANDY PURNEL LANDSCAPE ARCHITECTS

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LICENSED LANDSCAPE ARCHITECT
RANDY W. PURNELL No. 4275
Signature
10-31-25
Renewal Date
Date
STATE OF CALIFORNIA

sheet title: (east) PRELIMINARY LS LIGHTING

project: Pavilion for Child and Adolescent Health
Barbara Sinatra Children's Center
Eisenhower Health Rancho Mirage CA. 92270

specifications
sheet ☐ book ☐

	date	by	revision	delta

drawn	rwp
proj. no.	2502
date	9.10.26
scale	1"=10'

sheet no.

PL- 6

6 of 9



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Signature
10-31-25
Renewal Date
Date
STATE OF CALIFORNIA

sheet title: (west) PRELIMINARY LS LIGHTING

project: Pavilion for Child and Adolescent Health
Barbara Sinatra Children's Center
Eisenhower Health Rancho Mirage CA. 92270

specifications
sheet ☐ book ☐

delta	revision	by	date

drawn rwp
proj. no. 2502
date 9.10.26
scale 1"=10'

sheet no.
PL- 7
7 of 9



RPLA

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RANDY W. PURNEL No. 4275
Signature
12-31-25
Renewal Date
Date
STATE OF CALIFORNIA

sheet title: PRELIMINARY AREA of LANDSCAPE

project: Pavilion for Child and Adolescent Health
Barbara Sinatra Children's Center
Eisenhower Health Rancho Mirage CA. 92270

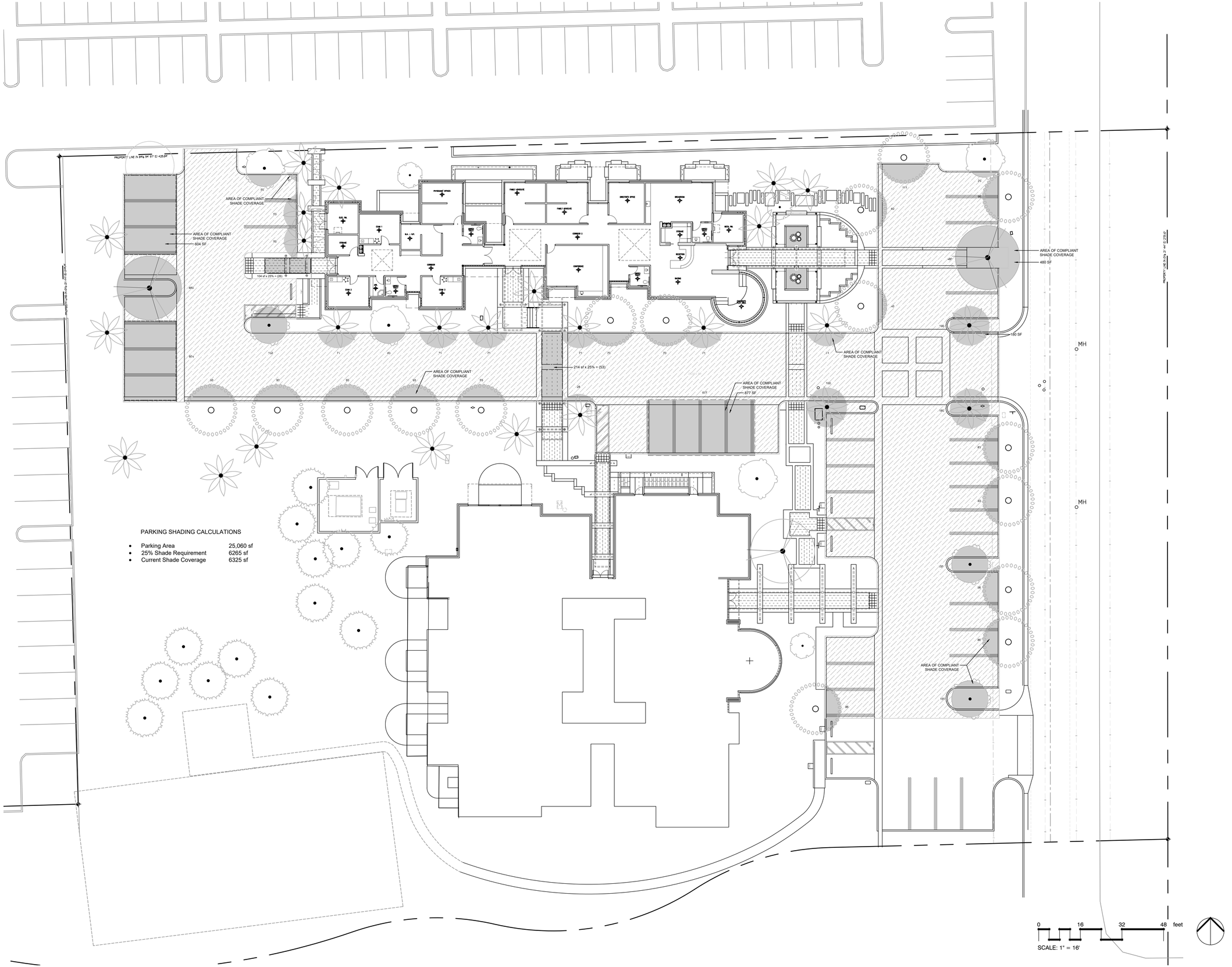
specifications
sheet ☐ book ☐

	date	by	revision
delta			

drawn	rwp
proj. no.	2502
date	9.10.26
scale	1/16" =1'-0"

sheet no.

PL-8



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STATE OF CALIFORNIA
Signature
12-31-26
Renewal Date
Date

sheet title:
PARKING SHADE PLAN

project:
Pavilion for Child and Adolescent Health
Barbara Sinatra Children's Center
Eisenhower Health Rancho Mirage CA. 92270

specifications
sheet ☐ book ☐

	date	by	revision	delta

drawn	rwp
proj. no.	2502
date	9.10.26
scale	1/16" =1'-0"

sheet no.
PL-9

ABRAMSON ARCHITECTS

Barbara Sinatra Children's Center – Pavilion for Child and Adolescent Health
Major Modification – SPA Summary Information (Building Area and Parking)
AA Project No. BSC25-U
09/11/2026

SUMMARY OF TOTAL EISENHOWER HEALTH CAMPUS SPECIFIC PLAN AMENDMENT (SPA) ENTITLEMENTS:

***Eisenhower Campus SPA Entitlements*:** This addition of the new Pavilion for Child and Adolescent Health to the Barbara Sinatra Children's Center (M3A) is being submitted to the City of Rancho Mirage as a Major Modification under Eisenhower Specific Plan Amendments SPA2D dated 06/18/02 and SPA III dated 07/09/07. The most recent prior modification as approved by the City of Rancho Mirage is *MOD24-0029 dated November 26, 2024: EH Cardiac and Vascular Clinic Building Fourth Floor Addition and East Parking Lot Revision* **(refer to Attachment A – EH Executive Summary: Campus Specific Plan Amendment Tabulations dated 09/10/24).**

That prior SPA reconciliation dated 09/10/24 under MOD24-0029 serves as the baseline for the following reconciliation summary table:

EISENHOWER HEALTH CAMPUS SPECIFIC PLAN AMENDMENT (SPA) ENTITLEMENTS FOLLOWING THIS PROJECT:

	ALLOWABLE PER SPA						CURRENT					
	AREA (SF)			FOOTPRINT (SF)*			AREA (SF)			FOOTPRINT (SF)*		
DESCRIPTION	[EXISTING]	[FUTURE]	TOTAL	[EXISTING]	[FUTURE]	TOTAL	[EXISTING]	[FUTURE]	TOTAL	[EXISTING]	[FUTURE]	TOTAL
Specific Plan Amendment (SPA) III dated 07/09/07 (Buildings)	1,123,925	727,483	1,851,408	545,047	293,939	838,986	1,474,208	377,200	1,851,408	614,636	224,350	838,986
Specific Plan Amendment (SPA) III dated 07/09/07 (Parking Structures)											0	
Parking Structure B1	0	356,490	356,490	0	184,806	184,806	27,350	329,140	356,490	27,350	157,456	184,806
Parking Structure C8	82,525	0	82,525	30,236	0	30,236	82,525	0	82,525	30,236	0	30,236
Total Parking Structures	**82,525**	**356,490**	**439,015**	**30,236**	**184,806**	**215,042**	**109,875**	**329,140**	**439,015**	**57,586**	**157,456**	**215,042**
Subtotal Specific Plan Amendment (SPA) III dated 07/09/07 (Buildings)	**1,041,400**	**370,993**	**1,412,393**	**514,811**	**109,133**	**623,944**	**1,364,333**	**48,060**	**1,412,393**	**557,050**	**66,894**	**623,944**
Specific Plan Amendment (SPA) 2D dated 06/18/02	0	171,300	171,300				144,618	26,682	171,300			
TOTAL SPA BUILDING ENTITLEMENTS												
TOTAL EISENHOWER CAMPUS SPA ENTITLEMENTS	**1,123,925**	**898,783**	**2,022,708**	**545,047**	**293,939**	**838,986**	**1,618,826**	**403,882**	**2,022,708**	**614,636**	**224,350**	**838,986**
future entitlements remaining following completion of this project								*494,901*			*69,589*	

**NOTE: Footprint is based on project building area requirements and is not quantified as a separate design criterion under SPA 2D.*

1. BUILDING AREA:

NOTE: *Due to the very limited impact of this Major Modification with respect to the overall EH SPA reconciliation, the information shown in this document is a partial update to the most recently-approved SPA reconciliation (refer to the EH Cardiac and Vascular Clinic Building [CVCB] Fourth Floor Addition and East Parking Lot Revision, MOD24-0029 as approved on 11/26/24). This analysis provides the necessary reconciliation details for SPA items directly impacted by this project, and the information shown is currently being incorporated into a larger pending Minor Modification pending submission to the City of Rancho Mirage in early December of this year.*

Building Area Impact/Resolution: *The addition of the new Pavilion for Child and Adolescent Health to the Barbara Sinatra Children's Center (M3A) would result in a freestanding **5,940 sf** building located at the north end of the Barbara Sinatra Children's Center campus. This project proposes obtaining the additional 5,940 sf from the remaining **27,000 sf** currently allocated to future building H6 (Eisenhower Health Medical Office Building), leaving a future area allocation of **21,060 sf** and a future footprint allocation of **3,060 sf** remaining for Building H6 following this exchange.*

DETAIL: BSCC MAJOR MODIFICATION TABULATIONS:

The specific area exchanges for this project are within the reconciliation are as follows:

STATUS	BLDG NO(S).	BUILDING NAME	# STORIES	SF BLDG AREA [EXISTING]	SF BLDG AREA [FUTURE]	SF BLDG FOOTPRINT [EXISTING]	SF BLDG FOOTPRINT [FUTURE]	QTY	UNITS	USE		PARKING RATIO	PKG REQ'D	PKG REQ'D (FUTURE)
existing	M3	BARBARA SINATRA CHILDREN'S CENTER	1	12,500		12,500		11	rooms	Outpatient Clinic	1.5	per room	17	
	M3A	Pavilion for Child and Adolescent Health												
exchanged	***H6***	*(5,940 sf area and footprint reallocated from H6)*	*1*	*5,940*		*5,940*		3	rooms	Outpatient Clinic	1.5	per room	5	
TOTALS	**M3, M3A**	**BARBARA SINATRA CHILDREN'S CENTER**		**18,440**	**0**	**18,440**	**0**						**22**	**0**
future	H6	MEDICAL OFFICE BUILDING	3		27,000		9,000			Medical Office	4	per 1000 sf	0	108
exchanged	*M3A*	*(5,940 sf area and footprint reallocated to M3A)*			(5,940)		(5,940)			Medical Office	4	per 1000 sf	0	(24)
TOTALS	**H6**	**MEDICAL OFFICE BUILDING**		**0**	**21,060**	**0**	**3,060**						**0**	**84**

Since the area allocation is being obtained using a direct area exchange, *there is no additional area impact to the allowable area under the SPA.*
Since the footprint allocation is being obtained using a direct area exchange, *there is no additional area impact to the allowable footprint under the SPA.*

PARKING:

NOTE: *Due to the very limited impact of this Major Modification with respect to the overall EH SPA reconciliation, the information shown in this document is a partial update to the most recently-approved SPA reconciliation (refer to the EH Cardiac and Vascular Clinic Building [CVCB] Fourth Floor Addition and East Parking Lot Revision, MOD24-0029 as approved on 11/26/24). This analysis provides the necessary reconciliation details for SPA items directly impacted by this project, and the information shown is currently being incorporated into a larger pending Minor Modification pending submission to the City of Rancho Mirage in early December of this year.*

Parking Impact/Resolution: *The addition of the new Pavilion for Child and Adolescent Health to the Barbara Sinatra Children's Center (M3A) would result in a parking requirement of 22 parking spaces for the Barbara Sinatra Children's Center (17 spaces required for the existing BSCC building (M3) plus 5 additional spaces for the new Pavilion for Child and Adolescent Health (M3A). There are 47 spaces currently allocated to the BSCC resulting in an excess parking allocation of 25 parking spaces above the 22 required.*

Analysis:

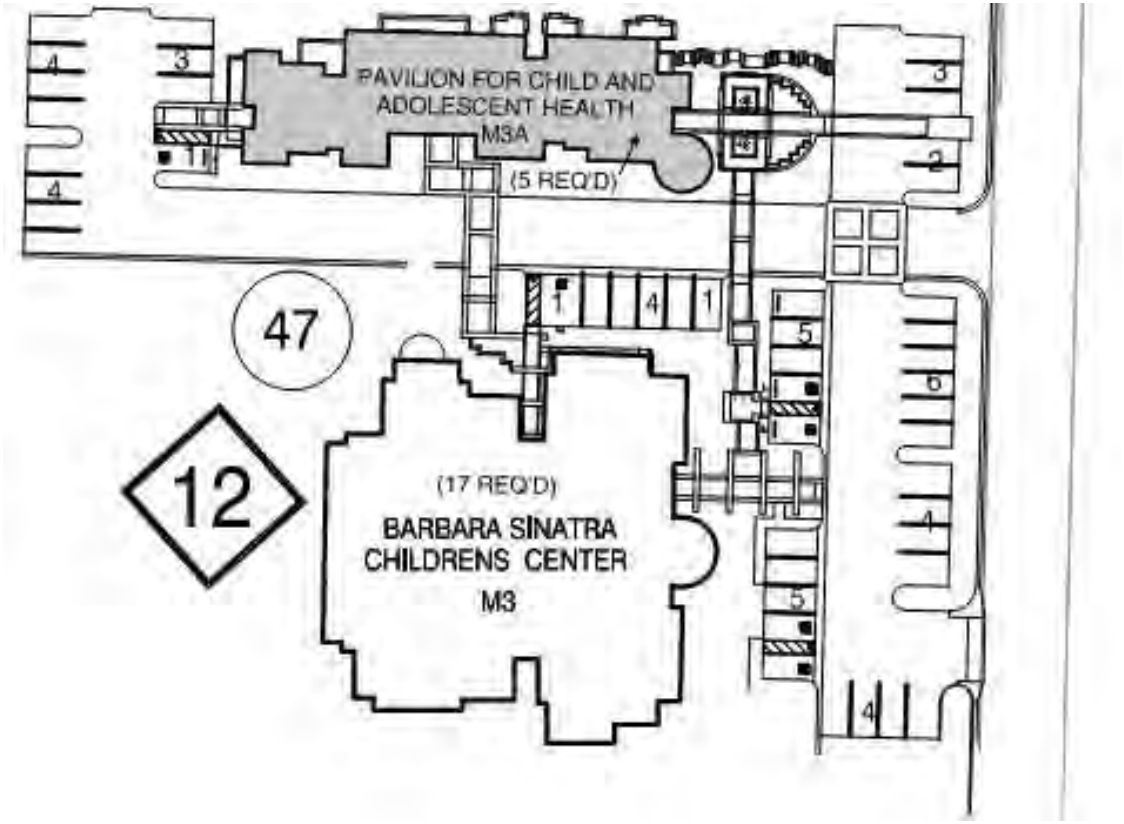
We have allocated the available existing EH site parking to each building's respective required parking under the EH SPA as shown in the following SPA Site Parking Allocation Table. Please note that the following parking allocation table *includes the additional parking required/designed* under the following in-progress (approved but not yet constructed) projects to establish the baseline condition prior to adding the BSCC *Pavilion for Child and Adolescent Health* to this project:

1. PDP19005 dated March 16, 2020: Betty Ford Center – Capital Expansion PDP Resubmittal
2. MOD22-0035 dated June 30, 2022: EH Cardiac and Vascular Clinic Building
3. MOD24-0029 dated November 26, 2024: EH Cardiac and Vascular Clinic Building Fourth Floor Addition and East Parking Lot Revision

After incorporating the parking as required for this project and the above approved in-progress projects, here is a summary of the available and required parking allocation as of this submission*:*

Total Barbara Sinatra Children's Center Parking Allocation:

- Barbara Sinatra Children's Center Parking Required: **22 parking spaces**
- Barbara Sinatra Children's Center Parking Provided: **47 parking spaces (+25 excess parking spaces above required)**



Total SPA Parking Allocation following incorporation of this project is as follows:

- Total existing parking on the EH Site: **3,721** parking spaces
- Total Parking Allocation Required under EH SPA: **3,411** parking spaces
- Total Parking Allocation Provided under EH SPA: **3,997** parking spaces
- Total Excess/Unassigned Parking under EH SPA: **586** parking spaces

Of the 586 excess parking spaces currently on the EH site, 25 of those are allocated to the Barbara Sinatra Children's Center and cannot be allocated in the future to other buildings due to their specific proximity and access to the Barbara Sinatra Children's Center only.

SPA Site Parking Allocation Table dated 10/10/25 (PARTIAL): *(excerpted from EH SPA SITE PARKING ALLOCATION DATED 10/10/25)*

ZONE LEGEND	ZONE	BLDG NO(S)	BLDG NAME	PARKING ALLOCATION (10/10/25)	SPACES REQUIRED PER SPA	PROPOSED SPACES REMOVED	PROPOSED SPACES ADDED	SPACES AFTER PROJECT	(+/-)	REMARKS
	09	G4	MIKE AND JAN SALTA HEALTH CENTER (Formerly Uihlein Building)	82	82			82	0	
	10	J4	BANNAN BUILDING	82	82			82	0	
	11	F7, G7	BUILDINGS AND GROUNDS	12	12			12	0	
	12	M3, M3A	BARBARA SINATRA CHILDREN'S CENTER	47	22	17	17	47	25	
	13	0	HAZELDEN BETTY FORD FOUNDATION (Formerly The Betty Ford Center)	261	230			261	31	
	14	*N/A*	*MEMORY CARE, CHILD CARE, ADMIN ALLOCATION*	*19*	*19*			19	0	*allocation for offsite exchange not within EH SPA*
	15A	*N/A*	*EXCESS / UNASSIGNED PARKING #1*	119				119	119	
	15B	*TBD*	*EXCESS / UNASSIGNED PARKING #2*	411				411	411	
TOTALS:				**3,997**	**3,411**	**17**	**17**	**3,997**	**586**	

EISENHOWER HEALTH 09/10/24

EXECUTIVE SUMMARY: CAMPUS SPECIFIC PLAN AMENDMENT TABULATIONS

SPA III DATED 07/09/07 AND SPA 2D DATED 06/18/02

(incorporates City of Rancho Mirage approved Hazelden Betty Ford Center Preliminary Development Plan Case #PDP19005 dated 03/16/20 and Lucy Curci Cancer Center Minor Modification #MOD21-0055 dated 01/10/22 as "EXISTING")*

	ALLOWABLE PER SPA						CURRENT PER RECONCILIATION						
	AREA (SF)			FOOTPRINT (SF) *			AREA (SF)			FOOTPRINT (SF) *			
DESCRIPTION	[EXISTING]	[FUTURE]	TOTAL	[EXISTING]	[FUTURE]	TOTAL	[EXISTING]	[FUTURE]	TOTAL	[EXISTING]	[FUTURE]	TOTAL	REMARKS
Prior to EH CARDIAC AND VASCULAR CLINIC BUILDING PROJECT													
Specific Plan Amendment (SPA) III dated 07/09/07	1,089,509	370,993	1,460,502	515,252	109,133	624,385	1,357,298	54,000	1,411,298	560,966	72,834	633,800	
Specific Plan Amendment (SPA) 2D dated 06/18/02	0	171,300	171,300	N/A	N/A	N/A	84,618	26,682	111,300	N/A	N/A	N/A	
TOTAL SPA ENTITLEMENTS	**1,089,509**	**542,293**	**1,631,802**	**515,252**	**109,133**	**624,385**	**1,441,916**	**80,682**	**1,522,598**	**560,966**	**72,834**	**633,800**	
EH CARDIAC AND VASCULAR CLINIC BUILDING PROJECT													
Specific Plan Amendment (SPA) III dated 07/09/07													
Existing Building (EH Desert Cardiology Center)	34,416	0	34,416	29,795	0	29,795	34,416	0	34,416	29,795	0	29,795	
Demolition (EH Desert Cardiology Center)	0	0	0	0	0	0	(34,416)	0	(34,416)	(29,795)	0	(29,795)	
Phase 1 Building (G4)	0	0	0	0	0	0	83,620	0	83,620	20,380	0	20,380	
Phase 2 Parking Structure - Underground (B1A)	0	356,490	356,490	0	184,806	184,806	27,350	329,140	356,490	27,350	157,456	184,806	
Totals Specific Plan Amendment (SPA) III dated 07/09/07	**34,416**	**356,490**	**390,906**	**29,795**	**184,806**	**214,601**	**110,970**	**329,140**	**440,110**	**47,730**	**157,456**	**205,186**	
Specific Plan Amendment (SPA) 2D dated 06/18/02													
Phase 2 Building (G6)	0	0	0	N/A	N/A	N/A	60,000	0	60,000	14,580	0	14,580	
Totals Specific Plan Amendment (SPA) 2D dated 06/18/02	**0**	**0**	**0**	**N/A**	**N/A**	**N/A**	**60,000**	**0**	**60,000**	**14,580**	**0**	**14,580**	
Upon Completion of the EH CARDIAC AND VASCULAR CLINIC BUILDING PROJECT													
Specific Plan Amendment (SPA) III dated 07/09/07	**1,123,925**	**727,483**	**1,851,408**	**545,047**	**293,939**	**838,986**	**1,468,268**	**383,140**	**1,851,408**	**608,696**	**230,290**	**838,986**	
						2,690,394						2,690,394	
Parking Structures													
Parking Structure B1	*0*	*356,490*	*356,490*	*0*	*184,806*	*184,806*	*27,350*	*329,140*	*356,490*	*27,350*	*157,456*	*184,806*	*parking structure B1A for G5 is subsurface*
Parking Structure C8	*82,525*	*0*	*82,525*	*30,236*	*0*	*30,236*	*82,525*	*0*	*82,525*	*30,236*	*0*	*30,236*	
Total Parking Structures	***82,525***	***356,490***	***439,015***	***30,236***	***184,806***	***215,042***	***109,875***	***329,140***	***439,015***	***57,586***	***157,456***	***215,042***	
Specific Plan Amendment (SPA) III dated 07/09/07 [Built Area]	**1,041,400**	**370,993**	**1,412,393**	**514,811**	**109,133**	**623,944**	**1,358,393**	**54,000**	**1,412,393**	**551,110**	**72,834**	**623,944**	
Specific Plan Amendment (SPA) III dated 07/09/07 [Parking Structures]	**82,525**	**356,490**	**439,015**	**30,236**	**184,806**	**215,042**	**109,875**	**329,140**	**439,015**	**57,586**	**157,456**	**215,042**	
Specific Plan Amendment (SPA) 2D dated 06/18/02	**0**	**171,300**	**171,300**				**144,618**	**26,682**	**171,300**				**see note below. Actual remaining footprint available under SPA III = 93,209sf*
TOTAL SPA ENTITLEMENTS	**1,123,925**	**898,783**	**2,022,708**	**545,047**	**293,939**	**838,986**	**1,612,886**	**409,822**	**2,022,708**	**608,696**	**230,290**	**838,986**	
Future Building Entitlements Remaining Following Completion of Project									***0***			***0***	

*NOTE: SPA 2D does not quantify building footprint as an entitlement design criteria. Allowable remaining footprint under SPA III far exceeds remaining building area, remaining footprint reflects maximum allowance in a single-story scenario.

SUMMARY: EISENHOWER HEALTH CAMPUS SPECIFIC PLAN AMENDMENT RECONCILIATION

09/10/24

SPA III DATED 07/09/07 AND SPA 2D DATED 06/18/02

(incorporates City of Rancho Mirage approved Hazelden Betty Ford Center Preliminary Development Plan Case #PDP19005 dated 03/16/20 and Lucy Curci Cancer Center Minor Modification #MOD21-0055 dated 01/10/22 as "EXISTING")*

BLDG NO(S).	BUILDING NAME	ALLOWABLE PER SPA				CURRENT PER RECONCILIATION 09/10/24				(+/-)		(+/-)		REMARKS
		AREA (SF)		FOOTPRINT (SF)		AREA (SF)		FOOTPRINT (SF)		AREA (SF)		FOOTPRINT (SF)		
		[EXISTING]	[FUTURE]	[EXISTING]	[FUTURE]	[EXISTING]	[FUTURE]	[EXISTING]	[FUTURE]	[EXISTING]	[FUTURE]	[EXISTING]	[FUTURE]	
SPECIFIC PLAN SPA III DATED 07/09/07														
A1	COMMUNITY BLOOD BANK	8,500	2,200	8,500	2,200	8,500	0	8,500	0	0	(2,200)	0	(2,200)	
A2	SERVICE BUILDING 1	7,500	0	7,500	0	0	0	0	0	(7,500)	0	(7,500)	0	
B2	SERVICE BUILDING 2	7,500	0	7,500	0	0	0	0	0	(7,500)	0	(7,500)	0	
A3	R.D. AND JOAN DALE HUBBARD BLDG (formerly Bob Hope Classic Building)	4,576	0	4,576	0	4,576	0	4,576	0	0	0	0	0	
F2	CENTRAL PLANT	27,480	0	27,480	0	27,480	0	27,480	0	0	0	0	0	
F3	PUMP BUILDING	680	0	680	0	680	0	680	0	0	0	0	0	
E2	RECYCLE / TRASH / HAZARD WASTE FACILITY	0	1,250	0	1,250	0	0	0	0	0	(1,250)	0	(1,250)	
B1	PARKING STRUCTURE - (724 parking spaces; 2 levels)	0	356,490	0	184,806	27,350	329,140	27,350	157,456	27,350	(27,350)	27,350	(27,350)	
C4, D2, D3, D4, E3, E4	EISENHOWER MEMORIAL HOSPITAL	368,707	269,113	119,911	51,283	637,820	0	171,194	0	269,113	(269,113)	51,283	(51,283)	
D5	MRI	4,160	0	4,160	0	4,160	0	4,160	0	0	0	0	0	
E5, E6	ANNENBERG CENTER	38,500	10,400	24,200	10,400	38,500	0	24,200	0	0	(10,400)	0	(10,400)	
B6	DOLORES HOPE OUTPATIENT CENTER (DHOC)	80,377	0	18,527	0	80,377	0	18,527	0	0	0	0	0	
C6	PROBST BUILDING	33,365	0	11,120	0	33,365	0	11,120	0	0	0	0	0	
D6	KIEWIT BUILDING	44,383	0	11,120	0	44,383	0	11,120	0	0	0	0	0	
E7	WRIGHT BUILDING	44,383	0	11,120	0	44,383	0	11,120	0	0	0	0	0	
B8, A9	LUCY CURCI CANCER CENTER	80,565	6,030	52,692	0	96,995	0	63,292	0	16,430	(6,030)	10,600	0	in progress shown as existing (MOD21-0055 dated 01/10/22); incorporates adjusting entry for existing 10,600sf Radiation Oncology addition
C8	PARKING STRUCTURE - (192 parking spaces; 3 levels)	82,525	0	30,236	0	82,525	0	30,236	0	0	0	0	0	
G5, G6	CARDIAC AND VASCULAR CLINIC BUILDING (formerly Desert Cardiology Center)	34,416	0	29,795	0	83,620	0	34,960	0	49,204	0	5,165	0	
J1, J2, J3	HARRY AND DIANE RINKER BUILDING (formerly Lakeview Bldg)	60,385	40,000	18,740	20,000	109,325	0	54,685	0	48,940	(40,000)	35,945	(20,000)	
G4	MIKE AND JAN SALTA HEALTH CENTER (Formerly Uihlein Building)	20,600	0	10,852	0	20,600	0	10,852	0	0	0	0	0	
J4	BANNAN BUILDING	20,600	0	10,852	0	20,600	0	10,852	0	0	0	0	0	
H6	MEDICAL OFFICE BUILDING	0	27,000	0	9,000	0	27,000	0	9,000	0	0	0	0	
F7, G7	BUILDINGS AND GROUNDS	5,023	0	5,023	0	5,023	0	5,023	0	0	0	0	0	
M1	STORAGE / WAREHOUSE	0	15,000	0	15,000	0	0	0	0	0	(15,000)	0	(15,000)	
M3	BARBARA SINATRA CHILDREN'S CENTER	12,500	0	12,500	0	12,500	0	12,500	0	0	0	0	0	
	HAZELDEN BETTY FORD FOUNDATION (Formerly The Betty Ford Center)	137,200	0	117,963	0	85,506	0	66,269	0	(51,694)	0	(51,694)	0	
X1	REMAINING TO RECONCILIATION	0	0	0	0	0	27,000	0	63,834	0	27,000	0	63,834	
SUBTOTAL: SPECIFIC PLAN SPA III DATED 07/09/07		**1,123,925**	**727,483**	**545,047**	**293,939**	**1,468,268**	**383,140**	**608,696**	**230,290**	**344,343**	**(344,343)**	**63,649**	**(63,649)**	
			1,851,408		*838,986*		*1,851,408*		*838,986*		*0*		*0*	
					2,690,394				2,690,394					
SPECIFIC PLAN SPA 2D DATED 06/18/02														
B14	**[Eisenhower Health] Medical and Professional Offices**	**0**	**75,000**	**N/A**	**N/A**	**60,000**	**15,000**	**N/A**	**N/A**	**60,000**	**(60,000)**	**N/A**	**N/A**	
B5	[Hazelden Betty Ford Foundation] Board Room Expansion	0	1,200	N/A	N/A	0	0	N/A	N/A	0	(1,200)	N/A	N/A	
B7	[Hazelden Betty Ford Foundation] Alumni Renewal Center	0	15,100	N/A	N/A	0	0	N/A	N/A	0	(15,100)	N/A	N/A	
B4	[Hazelden Betty Ford Foundation] Administration Building	0	20,000	N/A	N/A	0	0	N/A	N/A	0	(20,000)	N/A	N/A	
B17	[Hazelden Betty Ford Foundation] Administrative Offices	0	60,000	N/A	N/A	0	11,682	N/A	N/A	0	(48,318)	N/A	N/A	
K4K5	[Hazelden Betty Ford Foundation] Residential Bldg #1	0	0	N/A	N/A	30,935	0	N/A	N/A	30,935	0	N/A	N/A	
K6M5	[Hazelden Betty Ford Foundation] Residential Bldg #2	0	0	N/A	N/A	30,935	0	N/A	N/A	30,935	0	N/A	N/A	
B17A	[Hazelden Betty Ford Foundation] Day Treatment Building	0	0	N/A	N/A	22,748	0	N/A	N/A	22,748	0	N/A	N/A	
SUBTOTAL: SPECIFIC PLAN SPA 2D DATED 06/18/02		**0**	**171,300**	**0**	**0**	**144,618**	**26,682**	**0**	**0**	**144,618**	**(144,618)**	**0**	**0**	
			171,300		*0*		*171,300*		*0*		*0*		*0*	
TOTALS: SPECIFIC PLAN SPA III DATED 07/09/07 + SPA 2D DATED 06/18/02		**1,123,925**	**898,783**	**545,047**	**293,939**	**1,612,886**	**409,822**	**608,696**	**230,290**	**488,961**	**(488,961)**	**63,649**	**(63,649)**	
											0		*0*	
GRAND TOTAL: SPECIFIC PLAN SPA III + SPA 2D			**2,022,708**		**838,986**		**2,022,708**		**838,986**					
Reconciliation (+/-)							***0***		***0***		**0**		**0**	

EISENHOWER HEALTH

SPECIFIC PLAN AMENDMENT (SPA) III DATED 07/09/07 - TABLE 1

STATUS	BLDG NO(S).	BUILDING NAME	# STORIES	SF BLDG AREA [EXISTING]	SF BLDG AREA [FUTURE]	SF BLDG FOOTPRINT [EXISTING]	SF BLDG FOOTPRINT [FUTURE]	QTY	UNITS	USE		PARKING RATIO	PKG REQ'D	PKG REQ'D (FUTURE)
		COMMUNITY BLOOD BANK												
existing	A1	Community Blood Bank	1	8,500		8,500				Blood Bank	3	per 1000 sf	26	
future	A1	Community Blood Bank - Expansion	1		2,200		2,200			Blood Bank	3	per 1000 sf		7
TOTALS	**A1**	**COMMUNITY BLOOD BANK**		**8,500**	**2,200**	**8,500**	**2,200**						**26**	**7**
					10,700		10,700							
		SERVICE BUILDING 1												
existing	A2	Service Building 1	1	7,500		7,500				General Office	4	per 1000 sf	30	
TOTALS	**A2**	**SERVICE BUILDING 1**		**7,500**	**0**	**7,500**	**0**						**30**	**0**
					7,500		7,500							
		SERVICE BUILDING 2												
existing	B2	Service Building 2 - General Office	1	3,750		3,750				General Office	4	per 1000 sf	15	
existing	B2	Service Building 2 - Accessory Use	1	3,750		3,750				Accessory Use	0		0	
TOTALS	**B2**	**SERVICE BUILDING 2**		**7,500**	**0**	**7,500**	**0**						**15**	**0**
					7,500		7,500							
existing		BOB HOPE CLASSIC BUILDING	1	4,576		4,576				General Office	4	per 1000 sf	18	
TOTALS	**A3**	**BOB HOPE CLASSIC BUILDING**		**4,576**	**0**	**4,576**	**0**						**18**	**0**
					4,576		4,576							
existing	F2	CENTRAL PLANT	1	27,480		27,480		2	empl	Power Plant	1	per empl	2	
TOTALS	**F2**	**CENTRAL PLANT**		**27,480**	**0**	**27,480**	**0**						**2**	**0**
					27,480		27,480							
existing	F3	PUMP BUILDING	1	680		680		0	empl	Power Plant	1	per empl	0	
TOTALS	**F3**	**PUMP BUILDING**		**680**	**0**	**680**	**0**						**0**	**0**
					680		680							
future	E2	RECYCLE / TRASH / HAZARD WASTE FACILITY	1		1,250		1,250			Accessory Use	0		0	
TOTALS	**E2**	**RECYCLE / TRASH / HAZARD WASTE FACILITY**		**0**	**1,250**	**0**	**1,250**						**0**	**0**
					1,250		1,250							
future	B1	PARKING STRUCTURE - (724 parking spaces; 2 levels)	surface + B		356,490		184,806			Accessory Use	0		0	
TOTALS	**B1**	**PARKING STRUCTURE - (724 parking spaces; 2 levels)**		**0**	**356,490**	**0**	**184,806**						**0**	**0**
					356,490		184,806							
		EISENHOWER MEMORIAL HOSPITAL												
existing	C4	IKE Wing - Lobby, Admin (conversion from existing Patient Room "Hospital" use following completion of D2)	3 + B	80,664		28,660				Accessory Use	0		0	
existing	C4	IKE Wing - Medical / Professional Offices (conversion from existing Patient Room "Hospital" use following completion of D2)	3 + B	40,000						Medical Office	4	per 1000 sf	160	
future	D2	Annenberg Pavilion	4 + B		264,280		46,450	168	beds	Hospital	3	per bed		504
existing	D3	Autry Wing	4 + B	148,197		41,550		132	beds	Hospital	3	per bed	396	
existing	D4	Surgery Pavilion	1 + B	24,275		12,820				Hospital	3	per bed	0	
existing	E3	Emergency	1 + B	36,881		36,881		45	rooms	Outpatient Clinic	1.5	per room	68	
future	E3	Emergency (Waiting Room Expansion)	1 + B		4,833		4,833		rooms	Outpatient Clinic	1.5	per room	0	
existing	E4	Sinn Wing (Upper Level)	1 + B	38,690		N/A		14	beds	Hospital	3	per bed	42	
TOTALS	**C4, D2, D3, D4, E3, E4**	**EISENHOWER MEMORIAL HOSPITAL**		**368,707**	**269,113**	**119,911**	**51,283**						**666**	**504**
					637,820		171,194							
existing	D5	MRI	1	4,160		4,160		5	rooms	Outpatient Clinic	1.5	per room	8	
TOTALS	**D5**	**MRI**		**4,160**	**0**	**4,160**	**0**						**8**	**0**
					4,160		4,160							
		ANNENBERG CENTER												
existing	E5	Annenberg Center	2	36,450		22,150		1069	seats	Conference	0.2	per seat	214	
existing	E5	Annenberg Center - Offices	2	2,050		2,050				General Office	4	per 1000 sf	8	
future	E6	Annenberg Center - Registration Area Expansion	2		10,400		10,400			Accessory Use	0			0
TOTALS	**E5, E6**	**ANNENBERG CENTER**		**38,500**	**10,400**	**24,200**	**10,400**						**222**	**0**
					48,900		34,600							
		DOLORES HOPE OUTPATIENT CENTER (DHOC)												
existing	B6	Dolores Hope Oupatient Center (DHOC) - LL, 1st Floor, 2nd Floor	3 + B	62,757		18,527		24	rooms	Outpatient Clinic	1.5	per room	36	
existing	B6	Dolores Hope Oupatient Center (DHOC) - 3rd Floor Pathology	3 + B	17,620				64	empl	Medical Lab	1	per empl	64	
TOTALS	**B6**	**DOLORES HOPE OUTPATIENT CENTER (DHOC)**		**80,377**	**0**	**18,527**	**0**						**100**	**0**
					80,377		18,527							
existing	**C6**	PROBST BUILDING	3	33,365		11,120				Medical Office	4	per 1000 sf	133	
TOTALS	**C6**	**PROBST BUILDING**		**33,365**	**0**	**11,120**	**0**						**133**	**0**
					33,365		11,120							

SPECIFIC PLAN AMENDMENT (SPA) III DATED 07/09/07 - TABLE 1 RECONCILIATION DATED 09/10/24

(incorporates City of Rancho Mirage approved Hazelden Betty Ford Center Preliminary Development Plan Case #PDP19005 dated 03/16/20 and Lucy Curci Cancer Center Minor Modification #MOD21-0055 dated 01/10/22 as "EXISTING")*

STATUS	BLDG NO(S).	BUILDING NAME	# STORIES	SF BLDG AREA [EXISTING]	SF BLDG AREA [FUTURE]	SF BLDG FOOTPRINT [EXISTING]	SF BLDG FOOTPRINT [FUTURE]	QTY	UNITS	USE		PARKING RATIO	PKG REQ'D	PKG REQ'D (FUTURE)	REMARKS
		FINANCE BLDG (formerly Community Blood Bank)													
existing	A1	Finance Bldg *(formerly Community Blood Bank)*	1	8,500		8,500				General Office	4	per 1000 sf	34	0	project in progress
future	A1	Finance Bldg *(formerly Community Blood Bank)*	1		2,200		2,200			Blood Bank	3	per 1000 sf	0	7	
exchanged	A1	*Community Blood Bank - Expansion*			*(2,200)*		*(2,200)*				*3*	*per 1000 sf*	*0*	*(7)*	*restored as future following demolition; future available project area and footprint reallocated to G4*
TOTALS	**A1**	**COMMUNITY BLOOD BANK**		**8,500**	**0**	**8,500**	**0**						**34**	**0**	
					8,500		8,500								
		SERVICE BUILDING 1													
existing	A2	Service Building 1 (DEMOLISHED)	1	0	7,500	0	7,500			General Office	4	per 1000 sf	0	30	*restored as future following demolition*
exchanged	A2	*Service Building 1 (DEMOLISHED)*	*1*		*(7,500)*		*(7,500)*			*General Office*	*4*	*per 1000 sf*	*0*	*(30)*	*project area and footprint available from demolition reallocated to J1, J2, J3*
TOTALS	**A2**	**SERVICE BUILDING 1**		**0**	**0**	**0**	**0**						**0**	**0**	
					0		0								
		SERVICE BUILDING 2													
existing	B2	Service Building 2 - General Office (DEMOLISHED)	1	0	3,750	0	3,750			General Office	4	per 1000 sf	0	15	*restored as future following demolition*
existing	B2	Service Building 2 - Accessory Use (DEMOLISHED)	1	0	3,750	0	3,750			Accessory Use	0		0		*restored as future following demolition*
exchanged	B2	*Service Building 2 - General Office (DEMOLISHED)*	*1*		*(3,750)*		*(3,750)*			*General Office*	*4*	*per 1000 sf*	*0*	*(15)*	*project area and footprint available from demolition reallocated to J1, J2, J3*
exchanged	B2	*Service Building 2 - Accessory Use (DEMOLISHED)*	*1*		*(3,750)*		*(3,750)*			*Accessory Use*	*0*				*project area and footprint available from demolition reallocated to J1, J2, J3*
TOTALS	**B2**	**SERVICE BUILDING 2**		**0**	**0**	**0**	**0**						**0**	**0**	
					0		0								
existing		R.D. AND JOAN DALE HUBBARD BLDG *(formerly Bob Hope Classic Building)*	1	4,576		4,576				General Office	4	per 1000 sf	18	0	
TOTALS	**A3**	**R.D. AND JOAN DALE HUBBARD BLDG *(formerly Bob Hope Classic Building)***		**4,576**	**0**	**4,576**	**0**						**18**		
					4,576		4,576								
existing	F2	CENTRAL PLANT	1	27,480		27,480		2	empl	Power Plant	1	per empl	2		
TOTALS	**F2**	**CENTRAL PLANT**		**27,480**	**0**	**27,480**	**0**						**2**	**0**	
					27,480		27,480								
existing	F3	PUMP BUILDING	1	680		680		0	empl	Power Plant	1	per empl	0		
TOTALS	**F3**	**PUMP BUILDING**		**680**	**0**	**680**	**0**						**0**	**0**	
					680		680								
future	E2	RECYCLE / TRASH / HAZARD WASTE FACILITY	1		1,250		1,250			Accessory Use	0				
exchanged		*Recycle/Trash/Hazard Waste Facility*	*1*		*(1,250)*		*(1,250)*								*future available project area and footprint reallocated to G4*
TOTALS	**E2**	**RECYCLE / TRASH / HAZARD WASTE FACILITY**		**0**	**0**	**0**	**0**						**0**	**0**	
					0		0								
future	B1	PARKING STRUCTURE - (724 parking spaces; 2 levels)	surface + LL		356,490		184,806			Accessory Use	0				
exchanged	*B1*	*(27,350 sf area reallocated from future B1)*			*(27,350)*		*(27,350)*								*future available project area and footprint reallocated to B1A (G5)*
PROPOSED	B1A (G5)	*Parking Structure for G5 (Underground)*	*B*	27,350		27,350									
TOTALS	**B1**	**PARKING STRUCTURE - (724 parking spaces; 2 levels)**		**27,350**	**329,140**	**27,350**	**157,456**						**0**	**0**	
					356,490		184,806								
		EISENHOWER MEMORIAL HOSPITAL													
existing	C4	Dennis and Phyllis Washington Bldg *(formerly IKE Wing)* - Lobby, Admin (conversion from existing Patient Room "Hospital" use following completion of D2)	3 + B	80,664		28,660				Accessory Use	0		0		
existing	C4	Dennis and Phyllis Washington Bldg *(formerly IKE Wing)* - Medical / Professional Offices (conversion from existing Patient Room "Hospital" use following completion of D2)	3 + B	40,000						Medical Office	4	per 1000 sf	160		
existing	D2	Annenberg Pavilion	4 + B	264,280			46,450	168	beds	Hospital	3	per bed	504		
existing	D3	Autry Wing	4 + B	148,197			41,550	132	beds	Hospital	3	per bed	396		
existing	D4	Andrew Allen Surgery Pavilion *(formerly Surgery Pavilion)*	1 + B	24,275			12,820	0	0	Hospital	3	per bed	0		
existing	E3	Emergency	1 + B	36,881			36,881	45	rooms	Outpatient Clinic	1.5	per room	68		
existing	E3	Emergency (Waiting Room Expansion)	1 + B	4,833			4,833	0	rooms	Outpatient Clinic	1.5	per room	0		
existing	E4	Renker Pavilion (formerly Sinn Wing - Upper Level)	1 + B	38,690			N/A	24	beds	Hospital	3	per bed	72		renamed; revised bed count from 14 to 24
TOTALS	**C4, D2, D3, D4, E3, E4**	**EISENHOWER MEMORIAL HOSPITAL**		**637,820**	**0**	**171,194**	**0**						**1,200**		
					637,820		171,194								
existing	D5	MRI	1	4,160		4,160		5	rooms	Outpatient Clinic	1.5	per room	8		
TOTALS	**D5**	**MRI**		**4,160**	**0**	**4,160**	**0**						**8**	**0**	
					4,160		4,160								
		ANNENBERG CENTER													
existing	E5	Annenberg Center	2	36,450		22,150		1,069	seats	Conference	0.2	per seat	214		
existing	E5	Annenberg Center - Offices	2	2,050		2,050				General Office	4	per 1000 sf	8		
future	E6	Annenberg Center - Registration Area Expansion	2		10,400		10,400			Accessory Use	0			0	
exchanged	*E6*	*Annenberg Center - Registration Area Expansion*	*1*		*(10,400)*		*(10,400)*								*future available project area and footprint reallocated to G4*
TOTALS	**E5, E6**	**ANNENBERG CENTER**		**38,500**	**0**	**24,200**	**0**						**222**	**0**	
					38,500		24,200								
		DOLORES HOPE OUTPATIENT CENTER (DHOC)													
existing	B6	Dolores Hope Oupatient Center (DHOC) - LL, 1st Floor, 2nd Floor	3 + B	62,757		18,527		24	rooms	Outpatient Clinic	1.5	per room	36		
existing	B6	Dolores Hope Oupatient Center (DHOC) - 3rd Floor Pathology	3 + B	17,620				64	empl	Medical Lab	1	per empl	64		
TOTALS	**B6**	**DOLORES HOPE OUTPATIENT CENTER (DHOC)**		**80,377**	**0**	**18,527**	**0**						**100**	**0**	
					80,377		18,527								
existing	**C6**	PROBST BUILDING	3	33,365		11,120				Medical Office	4	per 1000 sf	133		
TOTALS	**C6**	**PROBST BUILDING**		**33,365**	**0**	**11,120**	**0**						**133**	**0**	
					33,365		11,120								

EISENHOWER HEALTH

SPECIFIC PLAN AMENDMENT (SPA) III DATED 07/09/07 - TABLE 1

STATUS	BLDG NO(S).	BUILDING NAME	# STORIES	SF BLDG AREA [EXISTING]	SF BLDG AREA [FUTURE]	SF BLDG FOOTPRINT [EXISTING]	SF BLDG FOOTPRINT [FUTURE]	QTY	UNITS	USE	PARKING RATIO	PKG REQ'D	PKG REQ'D (FUTURE)
existing	D6	KIEWIT BUILDING	4	44,383		11,120				Medical Office	4 per 1000 sf	178	
TOTALS	**D6**	**KIEWIT BUILDING**		**44,383**	**0**	**11,120**	**0**					**178**	**0**
					44,383		11,120						
existing	E7	WRIGHT BUILDING	4	44,383		11,120				Medical Office	4 per 1000 sf	178	
TOTALS	**E7**	**WRIGHT BUILDING**		**44,383**	**0**	**11,120**	**0**					**178**	**0**
					44,382		11,120						
	B8, A9	**LUCY CURCI CANCER CENTER**											
existing	B8	Lucy Curci Cancer Center - Outpatient Clinic	2 + B	63,565		52,692		17	rooms	Outpatient Clinic	1.5 per room	26	
existing	B8	Lucy Curci Cancer Center - Medical Offices	2 + B	17,000						Medical Office	4 per 1000 sf	68	
future	A9	Lucy Curci Cancer Center - Medical Offices-enclosed balcony	2 + B		6,030					Medical Office	4 per 1000 sf		24
TOTALS	**B8, A9**	**LUCY CURCI CANCER CENTER**		**80,565**	**6,030**	**52,692**	**0**					**94**	**24**
					86,595		52,692						
existing	C8	PARKING STRUCTURE - (192 parking spaces; 3 levels)	1 + B	82,525		30,236				Accessory Use	0	0	
TOTALS	**C8**	**PARKING STRUCTURE - (192 parking spaces; 3 levels)**		**82,525**	**0**	**30,236**	**0**					**0**	**0**
					82,525		30,236						
	H2, G2	**DESERT CARDIOLOGY CENTER**											
existing	H2	Desert Cardiology Center	1 + B	13,981		9,360				Medical Office	4 per 1000 sf	56	
existing	G2	Desert Cardiology Center - Expansion (North and South)	1	20,435		20,435				Medical Office	4 per 1000 sf	82	
TOTALS	**H2, G2**	**DESERT CARDIOLOGY CENTER**		**34,416**	**0**	**29,795**	**0**					**138**	**0**
					34,416		29,795						
		LAKEVIEW BUILDING											
existing	J2	Lakeview Building	3	60,385		18,740				Medical Office	4 per 1000 sf	242	
future	J3	Lakeview Building - Expansion (MOB)	2		20,000		10,000			Medical Office	4 per 1000 sf	80	
future	J3	Lakeview Building - Expansion (PT/OT)	2		20,000		10,000	4	rooms	Outpatient Clinic	1.5 per room	6	
TOTALS	**J2, J3**	**LAKEVIEW BUILDING**		**60,385**	**40,000**	**18,740**	**20,000**					**328**	**0**
					100,385		38,740						

SPECIFIC PLAN AMENDMENT (SPA) III DATED 07/09/07 - TABLE 1 RECONCILIATION DATED 09/10/24

(incorporates City of Rancho Mirage approved Hazelden Betty Ford Center Preliminary Development Plan Case #PDP19005 dated 03/16/20 and Lucy Curci Cancer Center Minor Modification #MOD21-0055 dated 01/10/22 as "EXISTING")*

STATUS	BLDG NO(S).	BUILDING NAME	# STORIES	SF BLDG AREA [EXISTING]	SF BLDG AREA [FUTURE]	SF BLDG FOOTPRINT [EXISTING]	SF BLDG FOOTPRINT [FUTURE]	QTY	UNITS	USE	PARKING RATIO	PKG REQ'D	PKG REQ'D (FUTURE)	REMARKS
existing	D6	KIEWIT BUILDING	4	44,383		11,120				Medical Office	4 per 1000 sf	178		
TOTALS	**D6**	**KIEWIT BUILDING**		**44,383**	**0**	**11,120**	**0**					**178**	**0**	
					44,383		11,120							
existing	**E7**	WRIGHT BUILDING	4	44,383		11,120				Medical Office	4 per 1000 sf	178		
TOTALS	**E7**	**WRIGHT BUILDING**		**44,383**	**0**	**11,120**	**0**					**178**	**0**	
					44,383		11,120							
	B8, A9	**LUCY CURCI CANCER CENTER**												
existing	B8	Lucy Curci Cancer Center - Outpatient Clinic	2 + B	63,565		52,692		17	rooms	Outpatient Clinic	1.5 per room	26	0	
existing	B8	Lucy Curci Cancer Center - Medical Offices	2 + B	17,000						Medical Office	4 per 1000 sf	68	0	
existing	B8	Lucy Curci Cancer Center - Radiation Oncology		10,600		10,600		6	rooms	Outpatient Clinic	1.5 per room	9	0	existing Radiation Oncology area and footprint not shown previously - adjusting entry to correct
MOD21-0055	A9	Lucy Curci Cancer Center - 2nd Floor Expansion	2 + B	5,830	200					Medical Office	4 per 1000 sf	23	1	in progress shown as existing (MOD21-0055 dated 01/10/22)
exchanged	A9	*Lucy Curci Cancer Center - 2nd Floor Expansion*			*(200)*					Medical Office	4 per 1000 sf	0	(1)	*future available project area reallocated to G4*
TOTALS	**B8, A9**	**LUCY CURCI CANCER CENTER**		**96,995**	**0**	**63,292**	**0**					**126**	**0**	
					96,995		63,292							
existing	C8	PARKING STRUCTURE - (192 parking spaces; 3 levels)	1 + B	82,525		30,236	0			Accessory Use	0	0		
TOTALS	**C8**	**PARKING STRUCTURE - (192 parking spaces; 3 levels)**		**82,525**	**0**	**30,236**	**0**					**0**	**0**	
					82,525		30,236							
		CARDIAC AND VASCULAR CLINIC BUILDING *(formerly Desert Cardiology Center)*												
		EXISTING												
existing	H2	Desert Cardiology Center	1 + B	13,981		9,360				Medical Office	4 per 1000 sf	56		
existing	G2	Desert Cardiology Center - Expansion (North)	1	7,885		7,885				Medical Office	4 per 1000 sf	32		split G2 (North/South) expansions into G2 (North) and G3 (South)
existing	G3	Desert Cardiology Center - Expansion (South)	1	12,550		12,550				Medical Office	4 per 1000 sf	50		split G2 (North/South) expansions into G2 (North) and G3 (South)
SUBTOTAL	**H2, G2, G3**	**EXISTING**		**34,416**	**0**	**29,795**	**0**					**138**	**0**	
		PHASE 1												
PROPOSED	G3	Desert Cardiology Center (DEMOLISHED)	1	(12,550)	0	(12,550)	0							
PROPOSED	**G5**	**EH Cardiac and Vascular Clinic Building (Phase 1)**	**4**	48,510		(7,525)		132	rooms	Outpatient Clinic	1.5 per room	198		sf remaining following project exchanges
		Project Exchanges (Phase 1)												
exchanged	*A1*	*(2,200 sf area and footprint reallocated from future A1)*		*2,200*		*2,200*								
exchanged	*E2*	*(1,250 sf area and footprint reallocated from future E2)*		*1,250*		*1,250*								
exchanged	*A9*	*(200sf area reallocated from future A9)*		*200*		*0*								
exchanged	*E6*	*(10,400 sf area and footprint reallocated from future E6)*		*10,400*		*10,400*								
exchanged	*J1, J2, J3*	*(7,060 sf area and 55 sf footprint reallocated from remaining J1, J2, J3)*		*7,060*		*55*								
exchanged	*M1*	*(14,000 sf area and footprint reallocated from future M1)*		*14,000*		*14,000*								
		Subtotal Project Exchanges (Phase 1)		*35,110*	*0*	*27,905*	*0*							
SUBTOTAL	**G5**	**EH Cardiac and Vascular Clinic Building (Phase 1)**		**83,620**	**0**	**20,380**	**0**					**198**	**0**	
TOTAL PHASE 1 (EXISTING H2, EXISTING G2 + PROPOSED G5)				**105,486**	**0**	**37,625**	**0**					**336**	**0**	
		PHASE 2												
PROPOSED	H2, G2	Desert Cardiology Center (DEMOLISHED)	1	(21,866)		(17,245)								
PROPOSED	G6	**EH Cardiac and Vascular Clinic Building (Phase 2)**	**3**	(6,694)		(37,114)				Medical Office	4 per 1000 sf	(27)		sf remaining following project exchanges
		Project Exchanges (Phase 2)												
exchanged	*K4*	*(12,818 sf area and footprint reallocated from future K4)*		*12,818*		*12,818*				*Medical Office*	*4 per 1000 sf*	*51*		
exchanged	*K5*	*(12,894 sf area and footprint reallocated from future K5)*		*12,894*		*12,894*				*Medical Office*	*4 per 1000 sf*	*52*		
exchanged	*K6*	*(12,988 sf area and footprint reallocated from future K6)*		*12,988*		*12,988*				*Medical Office*	*4 per 1000 sf*	*52*		
exchanged	*M5*	*(12,994 sf area and footprint reallocated from future M5)*		*12,994*		*12,994*				*Medical Office*	*4 per 1000 sf*	*52*		
		Subtotal Project Exchanges (Phase 2)		*51,694*	*0*	*51,694*	*0*					***207***		
SUBTOTAL	**G6**	**EH Cardiac and Vascular Clinic Building (Phase 2)**		**45,000**	**0**	**14,580**	**0**			Medical Office	4 per 1000 sf	180	**0**	
PROPOSED	G6	**EH Cardiac and Vascular Clinic Building (Phase 2) - Additional 4th Story**												
		Project Exchanges (Phase 2)												
		(15,000 sf area reallocated from future B14)		15,000						*Medical Office*	*4 per 1000 sf*	*60*		
TOTAL PHASE 2 (PROPOSED G5 + PROPOSED G6)				**143,620**	**0**	**34,960**	**0**					**438**	**0**	
exchanged	*B17*	*(45,000sf area reallocated from SPA 2D future B17)*		*(45,000)*										
exchanged	*B14*	*(15,000sf area reallocated from SPA 2D future B14)*		*(15,000)*										
TOTALS	**G5, G6**	**CARDIAC AND VASCULAR CLINIC BUILDING (formerly Desert Cardiology Center)**		**83,620**	**0**	**34,960**	**0**					**438**	**0**	
		J1, J2, J3 HARRY AND DIANE RINKER BUILDING *(formerly Lakeview Bldg)*												*building numbers revised from 2007 SPA III as shown; J1 (formerly J2), J2 (formerly J3)
existing	J1	Rinker Building - 1st Floor (formerly J2)	3	18,685		18,685		29	rooms	Outpatient Clinic	1.5 per room	44		
existing	J1	Rinker Building - 2nd and 3rd Floors (formerly J2)		41,700						Medical Office	4 per 1000 sf	167	0	
existing	J2	Lakeview Building - North Expansion (formerly J3)	2	10,790		13,850				Medical Office	4 per 1000 sf	43	0	existing J2 footprint = 13,850sf; exchanged footprint totals exceed actual
existing	J3	Lakeview Building - South Expansion		22,150		6,150		6	rooms	Outpatient Clinic	1.5 per room	9		
exchanged	A2	*(7,500 sf area and footprint reallocated from A2)*	*1*	*7,500*		*7,500*				Medical Office	4 per 1000 sf	30	0	
exchanged	B2	*(3,750 sf area and footprint reallocated from B2 - General Office)*	*1*	*3,750*		*3,750*				Medical Office	4 per 1000 sf	15	0	
exchanged	B2	*(3,750 sf area and footprint reallocated from B2 - Accessory Use)*	*1*	*3,750*		*3,750*				Medical Office	4 per 1000 sf	15	0	
exchanged	M1	*(1,000 sf area and footprint reallocated from M1 - Warehouse)*	*1*	*1,000*		*1,000*				Medical Office	4 per 1000 sf	4	0	
	J1, J2, J3	*(7,060 sf area and 55 sf footprint reallocated from remaining J1, J2, J3 allowable)*			7,060		55							
exchanged	*J1, J2, J3*	*(7,060 sf area and 55 sf footprint reallocated from remaining J1, J2, J3)*			*(7,060)*		*(55)*							
TOTALS	**J1, J2, J3**	**HARRY AND DIANE RINKER BUILDING *(formerly Lakeview Bldg)***		**109,325**	**0**	**54,685**	**0**					**327**	**0**	
					109,325		54,685							

EISENHOWER HEALTH
SPECIFIC PLAN AMENDMENT (SPA) III DATED 07/09/07 - TABLE 1

STATUS	BLDG NO(S).	BUILDING NAME	# STORIES	SF BLDG AREA [EXISTING]	SF BLDG AREA [FUTURE]	SF BLDG FOOTPRINT [EXISTING]	SF BLDG FOOTPRINT [FUTURE]	QTY	UNITS	USE		PARKING RATIO	PKG REQ'D	PKG REQ'D (FUTURE)
existing	G4	UIHLEIN BUILDING	2	20,600		10,852				General Office	4	per 1000 sf	82	
TOTALS	**G4**	**UIHLEIN BUILDING**		**20,600**	**0**	**10,852**	**0**						**82**	**0**
					20,600		10,852							
existing	J4	BANNAN BUILDING	2	20,600		10,852				Medical Office	4	per 1000 sf	82	
TOTALS	**J4**	**BANNAN BUILDING**		**20,600**	**0**	**10,852**	**0**						**82**	**0**
					20,600		10,852							
future	H6	MEDICAL OFFICE BUILDING	3		27,000		9,000			Medical Office	4	per 1000 sf	108	
TOTALS	**H6**	**MEDICAL OFFICE BUILDING**		**0**	**27,000**	**0**	**9,000**						**108**	**0**
					27,000		9,000							
		BUILDINGS AND GROUNDS												
existing	F7	Buildings and Grounds - 12KV addition	1	955		955				Accessory Use	0		0	
existing	G7	Buildings and Grounds	1	3,050		3,050				General Office	4	per 1000 sf	12	
existing	G7	Buildings and Grounds - Storage	1	1,018		1,018				Accessory Use	0		0	
TOTALS	**F7, G7**	**BUILDINGS AND GROUNDS**		**5,023**	**0**	**5,023**	**0**						**12**	**0**
					5,023		5,023							
future	M1	STORAGE / WAREHOUSE	1		15,000		15,000			Warehouse	2	per 1000 sf	0	30
TOTALS	**M1**	**STORAGE / WAREHOUSE**		**0**	**15,000**	**0**	**15,000**						**0**	**30**
					15,000		15,000							
existing	M3	BARBARA SINATRA CHILDREN'S CENTER	1	12,500		12,500		11	rooms	Outpatient Clinic	1.5	per room	17	
TOTALS	**M3**	**BARBARA SINATRA CHILDREN'S CENTER**		**12,500**	**0**	**12,500**	**0**						**17**	**0**
					12,500		12,500							
		THE BETTY FORD CENTER (see detail in Table 1A)		137,200		117,963							193	
TOTALS		**THE BETTY FORD CENTER**		**137,200**	**0**	**117,963**	**0**						**193**	**0**
					137,200		117,963							
future	X1	REMAINING TO RECONCILIATION	3		0		0							
TOTALS	**X1**	**REMAINING TO RECONCILIATION**		**0**	**0**	**0**	**0**						**0**	**0**
TOTALS				**1,123,925**	**727,483**	**545,047**	**293,939**						**2630**	**565**
GRAND TOTALS EXISTING + FUTURE (SPA III dated 07/09/07):					**1,851,408 sf**		**838,986 sf**					**TOTAL REQUIRED PKG SPACES**		**3195**
							2,690,394							
EH AVAILABLE REMAINING AS "FUTURE" UNDER SPA III AS OF 07/09/07					**727,483 sf**		**293,939 sf**							
Areas Excluded from Parking Calculations:														
Parking Structure B1					*(356,490)*		*(184,806)*							
Parking Structure C8					*(82,525)*		*(30,236)*							
TOTAL BUILDING AREA / FOOTPRINT					**1,412,393 sf**		**623,944 sf**							

SPECIFIC PLAN AMENDMENT (SPA) III DATED 07/09/07 - TABLE 1 RECONCILIATION DATED 09/10/24

(incorporates City of Rancho Mirage approved Hazelden Betty Ford Center Preliminary Development Plan Case #PDP19005 dated 03/16/20 and Lucy Curci Cancer Center Minor Modification #MOD21-0055 dated 01/10/22 as "EXISTING")*

STATUS	BLDG NO(S).	BUILDING NAME	# STORIES	SF BLDG AREA [EXISTING]	SF BLDG AREA [FUTURE]	SF BLDG FOOTPRINT [EXISTING]	SF BLDG FOOTPRINT [FUTURE]	QTY	UNITS	USE		PARKING RATIO	PKG REQ'D	PKG REQ'D (FUTURE)	REMARKS
existing	**G4**	MIKE AND JAN SALTA HEALTH CENTER *(Formerly Uihlein Building)*	2	20,600		10,852				General Office	4	per 1000 sf	82	0	
TOTALS	**G4**	**MIKE AND JAN SALTA HEALTH CENTER *(Formerly Uihlein Building)***		**20,600**	**0**	**10,852**	**0**						**82**	**0**	
					20,600		10,852								
existing	**J4**	BANNAN BUILDING	2	20,600		10,852				Medical Office	4	per 1000 sf	82	0	
TOTALS	**J4**	**BANNAN BUILDING**		**20,600**	**0**	**10,852**	**0**						**82**	**0**	
					20,600		10,852								
future	H6	MEDICAL OFFICE BUILDING	3		27,000		9,000			Medical Office	4	per 1000 sf	0	108	
TOTALS	**H6**	**MEDICAL OFFICE BUILDING**		**0**	**27,000**	**0**	**9,000**						**0**	**108**	
					27,000		9,000								
		BUILDINGS AND GROUNDS													
existing	F7	Buildings and Grounds - 12KV addition	1	955		955				Accessory Use	0		0	0	
existing	G7	Buildings and Grounds	1	3,050		3,050				General Office	4	per 1000 sf	12	0	
existing	G7	Buildings and Grounds - Storage	1	1,018		1,018				Accessory Use	0		0	0	
TOTALS	**F7, G7**	**BUILDINGS AND GROUNDS**		**5,023**	**0**	**5,023**	**0**						**12**	**0**	
					5,023		5,023								
future	M1	STORAGE / WAREHOUSE	1		15,000		15,000			Warehouse	2	per 1000 sf	0	30	
exchanged	*M1*	*STORAGE / WAREHOUSE*			*(1,000)*		*(1,000)*			0	2	per 1000 sf	0	*(2)*	*project area and footprint reallocated to J1, J2, J3*
exchanged	*M1*	*STORAGE / WAREHOUSE*			*(14,000)*		*(14,000)*			0	2	per 1000 sf	0	*(28)*	*project area and footprint reallocated to G2*
TOTALS	**M1**	**STORAGE / WAREHOUSE**		**0**	**0**	**0**	**0**						**0**	**0**	
					0		0								
existing	**M3**	BARBARA SINATRA CHILDREN'S CENTER	1	12,500		12,500		11	rooms	Outpatient Clinic	1.5	per room	17		
TOTALS	**M3**	**BARBARA SINATRA CHILDREN'S CENTER**		**12,500**	**0**	**12,500**	**0**						**17**	**0**	
					12,500		12,500								
		HAZELDEN BETTY FORD FOUNDATION *(Formerly The Betty Ford Center)*; (see detail in Table 1A)		85,506	0	66,269	0	0					177		
TOTALS		**HAZELDEN BETTY FORD FOUNDATION *(Formerly The Betty Ford Center)***		**85,506**	**0**	**66,269**	**0**						**177**	**0**	
					85,506		66,269								
future	X1	REMAINING TO RECONCILIATION	3		27,000		63,834								
TOTALS	**X1**	**REMAINING TO RECONCILIATION**		**0**	**27,000**	**0**	**63,834**						**0**	**0**	
TOTALS				**1,468,268**	**383,140**	**608,696**	**230,290**						**3,334**	**108**	
GRAND TOTALS EXISTING + FUTURE (SPA III dated 07/09/07) AS OF RECONCILIATION:					**1,851,408 sf**		**838,986 sf**					**TOTAL REQUIRED PKG SPACES**		**3,442**	
							2,690,394								
EH AVAILABLE REMAINING UNDER SPA III AS OF RECONCILIATION					**383,140 sf**		**230,290 sf**								
Areas Excluded from Parking Calculations:															
Parking Structure B1					*(329,140)*		*(184,806)*								
Parking Structure C8					*(82,525)*		*(30,236)*								
Parking Structure B1A					*(27,350)*										
					1,412,393 sf		**623,944 sf**								
				versus SPA III (+/-)	***0 sf***		***0 sf***								

HAZELDEN BETTY FORD FOUNDATION (HBFF)

SPECIFIC PLAN AMENDMENT (SPA) III DATED 07/09/07 - TABLE 1

STATUS	BLDG NO(S).	BUILDING NAME	# STORIES	SF BLDG AREA [EXISTING]	SF BLDG AREA [FUTURE]	SF BLDG FOOTPRINT [EXISTING]	SF BLDG FOOTPRINT [FUTURE]	QTY	UNITS	USE		PARKING RATIO	PKG REQ'D	PKG REQ'D (FUTURE)
		HAZELDEN BETTY FORD FOUNDATION												
existing	K4	Fisher Hall	1	12,818		12,818		20	beds	Special Treatment	0.2	per bed	4	
TOTALS	**K4**	**Fisher Hall**		**12,818**	**0**	**12,818**	**0**						**4**	**0**
					12,818		12,818							
existing	K5	Pocklington Hall	1	12,894		12,894		20	beds	Special Treatment	0.2	per bed	4	
TOTALS	**K5**	**Pocklington Hall**		**12,894**	**0**	**12,894**	**0**						**4**	**0**
					12,894		12,894							
existing	K6	McCallum Hall	1	12,988		12,988		20	beds	Special Treatment	0.2	per bed	4	
TOTALS	**K6**	**McCallum Hall**		**12,988**	**0**	**12,988**	**0**						**4**	**0**
					12,988		12,988							
existing	M5	North Hall	1	12,994		12,994		20	beds	Special Treatment	0.2	per bed	4	
TOTALS	**M5**	**North Hall**		**12,994**	**0**	**12,994**	**0**						**4**	**0**
					12,994		12,994							
existing	M4	Cork Family Pavilion	1	11,968		11,968				Accessory Use	0		0	
TOTALS	**M4**	**Cork Family Pavilion**		**11,968**	**0**	**11,968**	**0**						**0**	**0**
					11,968		11,968							
existing	M6	Firestone Hall	1	17,662		17,662				General Office	4	per 1000 sf	71	
TOTALS	**M6**	**Firestone Hall**		**17,662**	**0**	**17,662**	**0**						**71**	**0**
					17,662		17,662							
existing	N4	Daniels Bldg - (formerly Children's Training Pavilion) Office Use	2	25,606		17,344				General Office	4	per 1000 sf	102	
existing	N4	Daniels Bldg - (formerly Children's Training Pavilion) Conf Use	2	10,975						Accessory Use	0		0	
TOTALS	**N4**	**Daniel's Bldg**		**36,581**	**0**	**17,344**	**0**						**102**	**0**
					36,581		17,344							
existing	N6	Ottenstein Hall	1	14,700		14,700		20	beds	Special Treatment	0.2	per bed	4	
TOTALS	**N6**	**Ottenstein Hall**		**14,700**	**0**	**14,700**	**0**						**4**	**0**
					14,700		14,700							
existing	L4	West Building	1	4,595		4,595				Accessory Use	0		0	
TOTALS	**L4**	**West Building**		**4,595**	**0**	**4,595**	**0**						**0**	**0**
					4,595		4,595							
Subtotal HBFF under SPA III dated 07/09/07				**137,200**	**0**	**117,963**	**0**						193	0

HAZELDEN BETTY FORD FOUNDATION (HBFF)

SPECIFIC PLAN AMENDMENT (SPA) III DATED 07/09/07 - TABLE 1 RECONCILIATION DATED 09/10/24

(incorporates City of Rancho Mirage approved Hazelden Betty Ford Center Preliminary Development Plan Case #PDP19005 dated 03/16/20 as "EXISTING")*

STATUS	BLDG NO(S).	BUILDING NAME	# STORIES	SF BLDG AREA [EXISTING]	SF BLDG AREA [FUTURE]	SF BLDG FOOTPRINT [EXISTING]	SF BLDG FOOTPRINT [FUTURE]	QTY	UNITS	USE		PARKING RATIO	PKG REQ'D	PKG REQ'D (FUTURE)	REMARKS
		HAZELDEN BETTY FORD FOUNDATION													
existing	K4	Fisher Hall	1	12,818		12,818		20	beds	Special Treatment	0.2	per bed	4		
	K4	Fisher Hall (DEMOLISHED)		(12,818)		(12,818)		-20	beds	Special Treatment	0.2	per bed	(4)		existing building demolished (PDP19005)
future	K4				12,818		12,818								*restored as future following demolition*
exchanged	*K4*	*(12,818 sf area and footprint to G5)*			*(12,818)*		*(12,818)*								
TOTALS	**K4**	**Fisher Hall**		**0**	**0**	**0**	**0**						**0**	**0**	
					0		0								
existing	K5	Pocklington Hall	1	12,894		12,894		20	beds	Special Treatment	0.2	per bed	4		
		Pocklington Hall (DEMOLISHED)		(12,894)		(12,894)		-20	beds	Special Treatment	0.2	per bed	(4)		existing building demolished (PDP19005)
future	K5				12,894		12,894								*restored as future following demolition*
exchanged	*K5*	*(12,894 sf area and footprint to G5)*			*(12,894)*		*(12,894)*								
TOTALS	**K5**	**Pocklington Hall**		**0**	**0**	**0**	**0**						**0**	**0**	
					0		0								
existing	K6	McCallum Hall	1	12,988		12,988		20	beds	Special Treatment	0.2	per bed	4		
		McCallum Hall (DEMOLISHED)		(12,988)		(12,988)		-20	beds	Special Treatment	0.2	per bed	(4)		existing building demolished (PDP19005)
future	K6				12,988		12,988								*restored as future following demolition*
exchanged	*K6*	*(12,988 sf area and footprint to G5)*			*(12,988)*		*(12,988)*								
TOTALS	**K6**	**McCallum Hall**		**0**	**0**	**0**	**0**						**0**	**0**	
					0		0								
existing	M5	Dupont Hall *(formerly North Hall)*	1	12,994		12,994		20	beds	Special Treatment	0.2	per bed	4		
		Dupont Hall (DEMOLISHED)		(12,994)		(12,994)		-20	beds	Special Treatment	0.2	per bed	(4)		existing building demolished (PDP19005)
future	M5				12,994		12,994								*restored as future following demolition*
exchanged	*M5*	*(12,994 sf area and footprint to G5)*			*(12,994)*		*(12,994)*								
TOTALS	**M5**	**North Hall**		**0**	**0**	**0**	**0**						**0**	**0**	
					0		0								
existing	M4	Cork Family Pavilion	1	11,968		11,968				Accessory Use	0		0		
TOTALS	**M4**	**Cork Family Pavilion**		**11,968**	**0**	**11,968**	**0**						**0**	**0**	
					11,968		11,968								
existing	M6	Firestone Hall	1	17,662		17,662				General Office	4	per 1000 sf	71		
TOTALS	**M6**	**Firestone Hall**		**17,662**	**0**	**17,662**	**0**						**71**	**0**	
					17,662		17,662								
existing	N4	Daniels Bldg - (formerly Children's Training Pavilion) Office Use	2	25,606		17,344				General Office	4	per 1000 sf	102		
existing	N4	Daniels Bldg - (formerly Children's Training Pavilion) Conf Use	2	10,975						Accessory Use	0		0		
TOTALS	**N4**	**Daniel's Bldg**		**36,581**	**0**	**17,344**	**0**						**102**	**0**	
					36,581		17,344								
existing	N6	Ottenstein Hall	1	14,700		14,700		20	beds	Special Treatment	0.2	per bed	4		
TOTALS	**N6**	**Ottenstein Hall**		**14,700**	**0**	**14,700**	**0**						**4**	**0**	
					14,700		14,700								
existing	L4	West Building	1	4,595		4,595				Accessory Use	0		0		
TOTALS	**L4**	**West Building**		**4,595**	**0**	**4,595**	**0**						**0**	**0**	
					4,595		4,595								
Subtotal HBFF under SPA III dated 07/09/07				**85,506**	**0**	**66,269**	**0**						**177**	**0**	

85,506 66,269

EISENHOWER HEALTH

SPECIFIC PLAN AMENDMENT (SPA) 2D DATED 06/18/02 - TABLE 1 DEVELOPMENT PLAN B. PROPOSED DEVELOPMENT

**NOTE: East 20 acres entitled under SPA 2D dated 06/18/02 per City of Rancho Mirage City Council Meeting of 03/18/04. Bldg Nos as shown below are referenced from SPA 2D Table 1.*

STATUS	BLDG NO(S).	BUILDING NAME	# STORIES	SF BLDG AREA [EXISTING]	SF BLDG AREA [FUTURE]	SF BLDG FOOTPRINT [EXISTING]	SF BLDG FOOTPRINT [FUTURE]	QTY	UNITS	USE		PARKING RATIO	PKG REQ'D	PKG REQ'D (FUTURE)
future	B14	[Eisenhower Health] Medical and Professional Offices	3		75,000					General Office	4	per 1000 sf	0	300
TOTALS	**B14**	[Eisenhower Health] Medical and Professional Offices		**0**	**75,000**								0	300
					75,000									
Subtotal Eisenhower Health (EH) per SPA 2D dated 06/18/02				**0**	**75,000**	N/A	N/A						**0**	**300**
future	B5	[Hazelden Betty Ford Foundation] Board Room Expansion	1		1,200					General Office	4	per 1000 sf	0	5
TOTALS	**B5**	**[Hazelden Betty Ford Foundation] Board Room Expansion**		**0**	**1,200**	N/A	N/A						**0**	**5**
					1,200									
future	B7	[Hazelden Betty Ford Foundation] Alumni Renewal Center	2		15,100					General Office	4	per 1000 sf	0	60
TOTALS	**B7**	**[Hazelden Betty Ford Foundation] Alumni Renewal Center**		**0**	**15,100**	N/A	N/A						**0**	**60**
					15,100									
future	B4	[Hazelden Betty Ford Foundation] Administration Building	2		20,000					General Office	4	per 1000 sf	0	80
TOTALS	**B4**	**[Hazelden Betty Ford Foundation] Administration Building**	2	**0**	**20,000**	N/A	N/A						**0**	**80**
					20,000									
future	B17	Hazelden Betty Ford Foundation] Administrative Offices	3		60,000					General Office	4	per 1000 sf	0	240
TOTALS	**B17**	**[Hazelden Betty Ford Foundation] Administrative Offices**	**3**	**0**	**60,000**	N/A	N/A						**0**	**240**
					60,000									
Subtotal Hazelden Betty Ford Foundation (HBFF) per SPA 2D dated 06/18/02				**0**	**96,300**	N/A	N/A						**0**	**385**
					96,300									
Total EH + HBFF per SPA 2D dated 06/18/02				**0**	**171,300**	N/A	N/A						**0**	**685**
					171,300									

EISENHOWER HEALTH

SPECIFIC PLAN AMENDMENT (SPA) 2D DATED 06/18/02 - TABLE 1 RECONCILIATION DATED **09/10/24**

STATUS	BLDG NO(S).	BUILDING NAME	# STORIES	SF BLDG AREA [EXISTING]	SF BLDG AREA [FUTURE]	SF BLDG FOOTPRINT [EXISTING]	SF BLDG FOOTPRINT [FUTURE]	QTY	UNITS	USE		PARKING RATIO	PKG REQ'D	PKG REQ'D (FUTURE)	REMARKS
future	B14	[Eisenhower Health] Medical and Professional Offices			75,000					General Office	4	per 1000 sf	0	300	
exchanged	*B14*	*(45,000 sf area to G6)*		*45,000*	*(45,000)*					General Office	4	per 1000 sf		(180)	exchanged 45,000 Sf area to EH Cardiac and Vascular Clinic Phase 2 Building (G6)
exchanged	*B14*	*(15,000 sf area to G6 - additional 4th Floor)*		*15,000*	*(15,000)*					General Office	4	per 1000 sf		**(60)**	exchanged 15,000 Sf area to EH Cardiac and Vascular Clinic Phase 2 Building (G6)
TOTALS	**B14**	**[Eisenhower Health] Medical and Professional Offices**		**60,000**	**15,000**								**0**	**60**	future remaining for B14
					75,000										
Subtotal Eisenhower Health (EH) per SPA 2D dated 06/18/02				**60,000**	**15,000**	N/A	N/A						**0**	**60**	
future	**B5**	[Hazelden Betty Ford Foundation] Board Room Expansion	1		1,200					General Office	4	per 1000 sf	0	5	
exchanged	*B5*	*(600 sf area to K4K5, 600 sf area to K6M5)*			*(1,200)*										
TOTALS	**B5**	**[Hazelden Betty Ford Foundation] Board Room Expansion**		**0**	**0**	N/A	N/A						**0**	**5**	
					0										
future	B7	[Hazelden Betty Ford Foundation] Alumni Renewal Center	1		15,100					General Office	4	per 1000 sf	0	60	
exchanged	*B7*	*(7,550 sf area to K4K5, 7,550 sf area to K6M5)*			*(15,100)*										
TOTALS	**B7**	**[Hazelden Betty Ford Foundation] Alumni Renewal Center**		**0**	**0**	N/A	N/A						**0**	**60**	
					0										
future	**B4**	[Hazelden Betty Ford Foundation] Administration Building	1		20,000					General Office	4	per 1000 sf	0	80	
exchanged	*B4*	*(10,000 sf area to K4K5, 10,000 sf area to K6M5)*			*(20,000)*										in progress shown as existing (PDP19005 dated 03/16/20)
TOTALS	**B4**	**[Hazelden Betty Ford Foundation] Administration Building**		**0**	**0**	N/A	N/A						**0**	**80**	
					0										
future	B17	[Hazelden Betty Ford Foundation] Administrative Offices	3		60,000					General Office	4	per 1000 sf	0	240	
exchanged	*K4K5, K6M5*	*(12,785 sf area to K4K5, 12,785 sf area to K6M5)*			*(25,570)*										in progress shown as existing (PDP19005 dated 03/16/20)
exchanged	*B17A*	*(22,748 sf area to B17A)*			*(22,748)*										
TOTALS	**B17**	**[Hazelden Betty Ford Foundation] Administrative Offices**		**0**	**11,682**	N/A	N/A						**0**	**240**	
					11,682										
existing	K4K5	[Hazelden Betty Ford Center] Residential Bldg #1	2					46		Special Treatment	0.2	per bed	*9*		
exchanged	*B5*	*(600 sf area reallocated from future B5)*		600											
exchanged	*B7*	*(7,550 sf area reallocated from future B7)*		7,550											
exchanged	*B4*	*(10,000 sf area reallocated from future B4)*		10,000											
exchanged	*B17*	*(12,785 sf area from future B17)*		12,785											
TOTALS	**K4K5**	**[Hazelden Betty Ford Foundation] Residential Bldg #1**		**30,935**	**0**	N/A	N/A						**9**	**0**	
					30,935										
existing	K6M5	[Hazelden Betty Ford Center] Residential Bldg #2	2					46		Special Treatment	0.2	per bed	*9*		
exchanged	*B5*	*(600 sf area reallocated from future B5)*		600											
exchanged	*B7*	*(7,550 sf area reallocated from future B7)*		7,550											
exchanged	*B4*	*(10,000 sf area reallocated from future B4)*		10,000											
exchanged	*B17*	*(12,785 sf area from future B17)*		12,785											
TOTALS	**K6M5**	**[Hazelden Betty Ford Foundation] Residential Bldg #2**		**30,935**	**0**	N/A	N/A						**9**	**0**	
					30,935										
existing	B17A	[Hazelden Betty Ford Foundation] Day Treatment Building	1												in progress shown as existing (PDP19005 dated 03/16/20)
		Administrative Space		6,399						General Office	4	per 1000 sf	26	0	
		Day Treatment Function		16,349				44	beds	Special Treatment	0.2	per bed	9		
TOTALS	**B17A**	**[Hazelden Betty Ford Foundation] Day Treatment Building**		**22,748**	**0**	N/A	N/A						**35**	**0**	renamed from L4 (L4 already used per SPA III West Bldg)
					22,748										
Subtotal Hazelden Betty Ford Foundation (HBFF) per SPA 2D dated 06/18/02				**84,618**	**11,682**	N/A	N/A						**53**	**385**	
					96,300										
Total EH + HBFF per SPA 2D dated 06/18/02				**144,618**	**26,682**	N/A	N/A						**53**	**445**	
					171,300										

EISENHOWER HEALTH CAMPUS TOTALS (SPA III DATED 07/09/07 AND SPA 2D DATED 06/18/02)

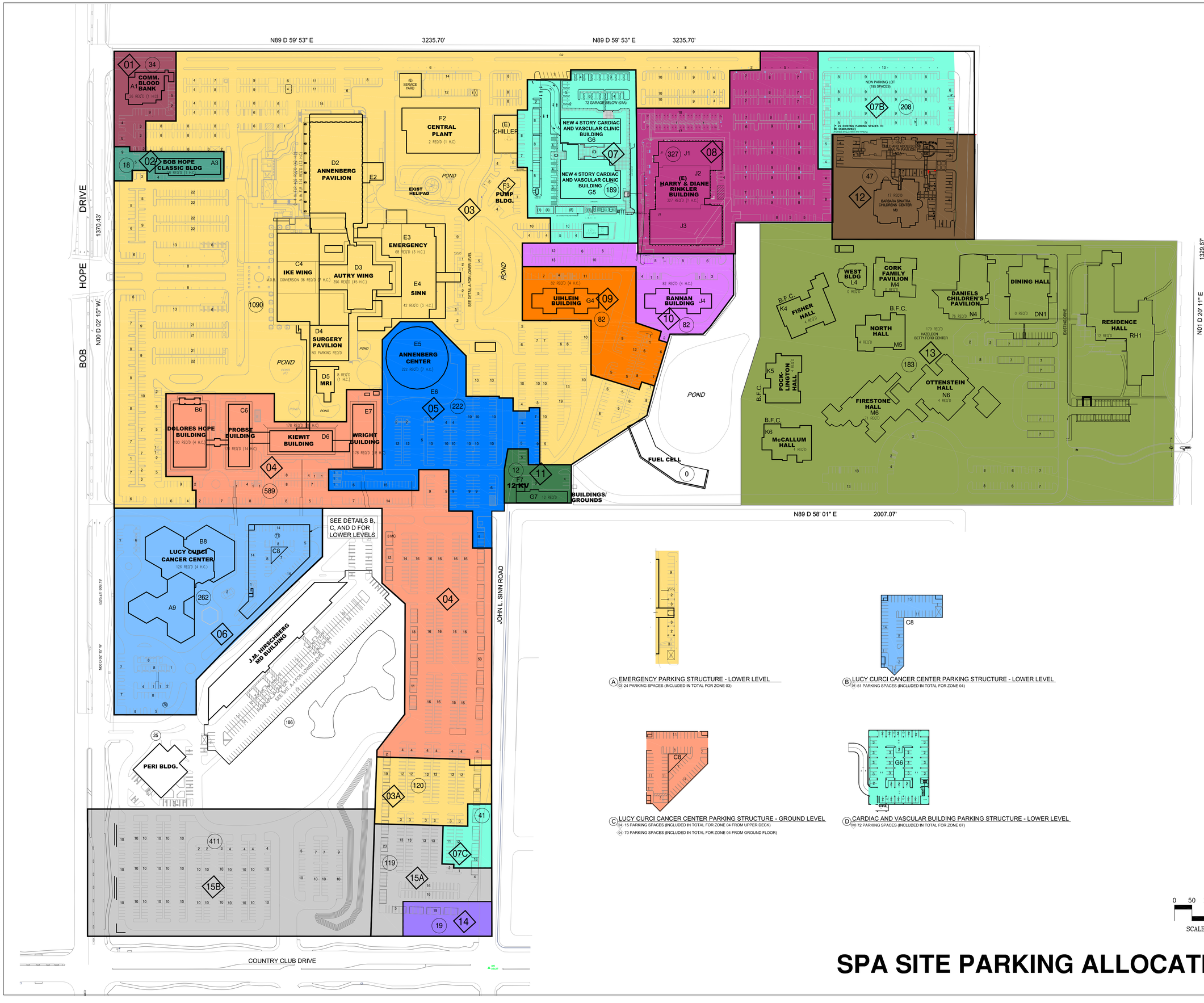
	SF BLDG AREA [EXISTING]	SF BLDG AREA [FUTURE]	SF BLDG FOOTPRINT [EXISTING]	SF BLDG FOOTPRINT [FUTURE]	PKG REQ'D	PKG REQ'D (FUTURE)
	1,123,925	727,483	545,047	293,939	2630	565
EH CAMPUS TOTAL PER SPA III DATED 07/09/07		**1,851,408**		**838,986**		**3195**
	0	171,300			0	685
EH CAMPUS TOTAL PER SPA 2D DATED 06/18/02		**171,300**				**685**
	1,123,925	**898,783**	**545,047**	**293,939**	**2630**	**1250**
		2,022,708		838,986		
GRAND TOTAL:		**2,022,708**		**838,986**		**3880**

EISENHOWER HEALTH CAMPUS TOTALS (SPA III DATED 07/09/07 AND SPA 2D DATED 06/18/02)

	SF BLDG AREA [EXISTING]	SF BLDG AREA [FUTURE]	SF BLDG FOOTPRINT [EXISTING]	SF BLDG FOOTPRINT [FUTURE]	PKG REQ'D	PKG REQ'D (FUTURE)	REMARKS
	1,468,268	383,140	608,696	230,290	3,334	108	
EH CAMPUS TOTAL PER SPA III DATED 07/09/07		**1,851,408**		**838,986**		**3,442**	
	144,618	26,682			53	445	
EH CAMPUS TOTAL PER SPA 2D DATED 06/18/02		**171,300**				**498**	
	1,612,886	**409,822**	**608,696**	**230,290**	**3,387**	**553**	
		2,022,708		838,986			
GRAND TOTAL:		**2,022,708**		**838,986**		**3,940**	
(+/-)		*0*		*0*			

6/3/2015 2:55:17 PM

ALL IDEAS, DESIGN ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF ABRAMSON ARCHITECTS, AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF ABRAMSON ARCHITECTS.



A EMERGENCY PARKING STRUCTURE - LOWER LEVEL
03: 24 PARKING SPACES (INCLUDED IN TOTAL FOR ZONE 03)

B LUCY CURCI CANCER CENTER PARKING STRUCTURE - LOWER LEVEL
04: 51 PARKING SPACES (INCLUDED IN TOTAL FOR ZONE 04)

C LUCY CURCI CANCER CENTER PARKING STRUCTURE - GROUND LEVEL
04: 15 PARKING SPACES (INCLUDED IN TOTAL FOR ZONE 04 FROM UPPER DECK)
04: 70 PARKING SPACES (INCLUDED IN TOTAL FOR ZONE 04 FROM GROUND FLOOR)

D CARDIAC AND VASCULAR BUILDING PARKING STRUCTURE - LOWER LEVEL
07B: 72 PARKING SPACES (INCLUDED IN TOTAL FOR ZONE 07)

0 50 100 200
SCALE: 1"=100'

SPA SITE PARKING ALLOCATION

EISENHOWER HEALTH / HAZELDEN BETTY FORD FOUNDATION

SPA SITE PARKING ALLOCATION

39-000 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270

CONSULTANT:

ARCHITECT:
ABRAMSON ARCHITECTS
3455 CAMINO DEL RIO S. SUITE 200
SAN DIEGO CA 92108
5171 WEST JEFFERSON BLVD,
LOS ANGELES, CA 90016

LICENSED ARCHITECT
DAVID N. MOOS
No. C21754
REN. 3/28/27
STATE OF CALIFORNIA

REVISIONS

PROJECT:	EHH24-000
SCALE:	As Indicated
DRAWN:	
CHECKED:	AA
APPROVED:	AA
DATE:	10/10/2025

SITE PLANS

SHEET NUMBER

SPA PKG-001

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SPECIFIC PLAN AMENDMENT (SPA) SITE PARKING ALLOCATION

ZONE LEGEND	ZONE	BLDG NO(S)	BUILDING NAME	PARKING ALLOCATION (10/10/25)	SPACES REQUIRED PER SPA	PROPOSED SPACES REMOVED	PROPOSED SPACES ADDED	SPACES AFTER PROJECT	+/-	REMARKS
	01	A1	FINANCE BLDG (FORMERLY COMMUNITY BLOOD BANK)	34	34			34	0	
	02	A3	R.D. AND JOAN DALE HUBBARD BLDG (FORMERLY BOB HOPE CLASSIC BUILDING)	18	18			18	0	
	03	F2	CENTRAL PLANT	2	2			2	0	
	03	F3	PUMP BUILDING	0	0			0	0	
	03	E2	RECYCLE / TRASH / HAZARD WASTE FACILITY	0	0			0	0	
	03	C4, D2, D3, D4, E3, E4	EISENHOWER MEMORIAL HOSPITAL	1,080	1,200			1,080	(120)	
	03	D5	MRI	8	8			8	0	
	03A		*(SHUTTLE PARKING ALLOCATION)*	120				120	120	
	04	B6	DOLORES HOPE OUTPATIENT CENTER (DHOC)	77	100			77	(23)	
	04	C6	PROBST BUILDING	102	133			102	(31)	
	04	D6	KIEWIT BUILDING	137	178			137	(41)	
	04	E7	WRIGHT BUILDING	137	178			137	(41)	
	04	C8	*LCCC PARKING STRUCTURE ALLOCATION*	136				136	136	
	05	E5, E6	ANNENBERG CENTER	222	222			222	0	
	06	B8, A9	LUCY CURCI CANCER CENTER	126	126			126	0	
	06	C8	PARKING STRUCTURE - (192 PARKING SPACES; 3 LEVELS)		0			0	0	
	07	G5, G6	DESERT CARDIOLOGY CENTER [CARDIAC AND VASCULAR CLINIC BUILDING]	438	438			438	0	
	08	J1, J2, J3	LAKEVIEW BLDG [HARRY AND DIANE RINKER BUILDING]	327	327			327	0	
	09	G4	UIHLEIN BUILDING [MIKE AND JAN SALTA HEALTH CENTER]	82	82			82	0	
	10	J4	BANNAN BUILDING	82	82			82	0	
	11	F7, G7	BUILDINGS AND GROUNDS	12	12			12	0	
	12	M3, M3A	BARBARA SINATRA CHILDREN'S CENTER	47	22			47	25	
	13	K4, K5, K6 L4, M4, M5 M6, N4, N5 RH-1, DH-1	THE BETTY FORD CENTER [HAZELDEN BETTY FORD CENTER FOUNDATION] (refer to detail)	261	230			261	31	
	14	N/A	*MEMORY CARE, CHILD CARE, AND ADMINISTRATION ALLOCATION*	19	19			19	0	*allocation for offsite exchange not within EH SPA*
	15A	N/A	*EXCESS / UNASSIGNED PARKING #1*	119				119	119	
	15B	TBD	*EXCESS / UNASSIGNED PARKING #2*	411				411	411	
	TOTALS:			**3,997**	**3,411**			**3,997**	**586**	

EISENHOWER HEALTH / HAZELDEN BETTY FORD FOUNDATION

SPA SITE PARKING ALLOCATION

39-000 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270

CONSULTANT:

ARCHITECT:
ABRAMSON ARCHITECTS
3465 CAMINO DEL RIO S. SUITE 200
SAN DIEGO CA 92108
5171 WEST JEFFERSON BLVD,
LOS ANGELES, CA 90016

LICENSED ARCHITECT
DAVID N. MOON
No. C21754
REN. 2/28/27
STATE OF CALIFORNIA

REVISIONS

PROJECT:	EHH24-000
SCALE:	As Indicated
DRAWN:	
CHECKED:	AA
APPROVED:	AA
DATE:	10/10/2025

SITE PLANS

SHEET NUMBER

SPA PKG-002

Planning Commission Staff Report

Environmental Impact Report Case No. EIR20001, General Plan Amendment Case No. GPA20001, General Plan Zoning Map Amendment Case No. GPZMA20001 and Specific Plan Case No. SP200001 - Applicant: City of Rancho Mirage. Consideration of 1) a General Plan Amendment, 2) General Plan Zoning Map Amendment, and 3) the New Highway 111 Specific Plan, which Consolidates, Updates, Modifies the Boundaries of, and Repeals and Replaces the Previously Adopted East and West Highway 111 Specific Plans and Establishes Updated Land use Designations and Development Standards for 12 Planning Areas Along the Highway 111 Corridor. The Specific Plan will Guide Future Development and Redevelopment and Support a Diverse Mix of Retail, Restaurant, Hotel, Office, Residential, and Cultural Uses

DATE	ITEM #
October 22, 2026	PUBLIC HEARINGS - 4B.
Presented To	**Presented By**
Planning Commission	Pilar Fløtterud, Development Services Manager/Principal Planner

RECOMMENDED ACTION

Adopt Resolution No. 2026-PC-(Next-in-Order), recommending that the City Council take the following actions:

1. Adopt Resolution No. 2026-(Next-in-Order), Certifying the Environmental Impact Report (SCH No. 2020069010), for the Highway 111 Specific Plan Adopting Environmental Findings and a Statement of Overriding Considerations Pursuant to California Environmental Quality Act (CEQA); and Adopting the Associated Mitigation Monitoring and Reporting Program,
2. Adopt Resolution No. 2026-(Next-in-Order), Approving General Plan Amendment Case No. GPA20001 and General Plan Zoning Map Amendment Case No. GPZMA20001 Regarding Repealing and Replacing the Existing Highway 111 East and West Specific Plans and Adopting the New Highway 111 Specific Plan; and
3. Introduce and Adopt Ordinance (Next-in-Order), Repealing and Replacing the Existing Highway 111 East and West Specific Plans and Approving the New Highway 111 Specific Plan (SP200001).

DISCUSSION

Caption	
FACTS	
1. Applicant:	City of Rancho Mirage
2. Request:	Consideration of 1) a General Plan Amendment, 2) General Plan Zoning Map Amendment, and 3) the new Highway 111 Specific Plan, which consolidates, updates, modifies the boundaries of, and repeals and replaces the previously adopted East and West Highway 111 Specific Plans and establishes updated land use designations and development standards for 12 planning areas along the Highway 111 corridor. The Specific Plan will guide future development and redevelopment and support a diverse mix of retail, restaurant, hotel, office, residential, and cultural uses along the corridor.

3. Location: Highway 111 corridor within the City of Rancho Mirage, extending from the western City boundary near Cathedral City to the eastern boundary near Palm Desert

PROJECT SUMMARY

The new Highway 111 Specific Plan (the "Specific Plan") is a comprehensive corridor-wide planning effort intended to replace two separate Specific Plans adopted more than three decades ago with one coordinated framework for the full length of Highway 111 in Rancho Mirage. The existing West and East Specific Plans were adopted in 1989 and 1990, respectively, and were prepared for physically separate planning areas. Although both plans were updated in 2014, the corridor has continued to change. Development patterns have matured, several large sites remain available for development or redevelopment, older commercial properties present opportunities for reinvestment, housing needs have evolved, and the role of Highway 111 itself has shifted from primarily a through-route toward a local-serving commercial, cultural, and community destination.

The proposed Specific Plan responds to those changes by treating Highway 111 as one corridor rather than two separate planning areas. The approximately 472-acre, three-mile corridor is organized into 12 Planning Areas extending from the West Gateway (Planning Area 1) at the Cathedral City boundary to the East Gateway (Planning Area 12) at the Palm Desert boundary. Each Planning Area has its own existing conditions, opportunities, land use pattern, and development objectives, but all are brought under a common structure for land use regulation, development standards, design review, parking, circulation, and administration. The 12 Planning Areas are intended to group related parcels and uses that share similar development opportunities and planning objectives.

Much of Highway 111 is already developed and includes established businesses, neighborhoods, civic uses, cultural destinations, hotels, restaurants, offices, medical services, automobile dealerships, and shopping centers. The Specific Plan is therefore structured to guide incremental change over time. It provides a framework for vacant sites, infill development, redevelopment of aging properties, parcel consolidation, streetscape improvements, and reinvestment in existing commercial centers while preserving the quality and character expected in Rancho Mirage.

The central theme of the update is consistency with flexibility. The Specific Plan establishes one corridor-wide regulatory document, one permitted-use matrix, coordinated Planning Area standards, updated design guidelines, and clearer administrative procedures. At the same time, it recognizes that the corridor is not uniform. The foothills, the Whitewater River Stormwater Channel, established neighborhoods, existing commercial centers, cultural facilities, and remaining opportunity sites create different conditions from west to east. The Specific Plan therefore uses a common regulatory structure while allowing Planning Area-specific land uses and development objectives.

BACKGROUND

The Highway 111 Specific Plans (East and West) were originally adopted to guide development along the City's primary commercial corridor. Since their adoption, development patterns, market conditions, and City priorities have evolved. To address these changes, the City initiated a comprehensive update to consolidate the Specific Plans to modernize land use regulations, development standards, and design guidelines for the corridor.

The primary purpose of the Specific Plan is to provide a comprehensive and cohesive planning tool for the continued build-out and revitalization of Highway 111. The Specific Plan is intended to leverage appropriate development opportunities while strengthening existing businesses, neighborhoods, cultural destinations, and public spaces. It also establishes the regulatory framework needed to evaluate future projects consistently. The Highway 111 West Specific Plan was adopted in 1989, and the Highway 111 East Specific Plan was adopted in 1990. The two documents were prepared independently and did not regulate one continuous planning area. Minor updates were completed in 2014; however, the underlying two-plan structure remained.

Rather than focusing only on land use, the Specific Plan addresses how the different components of the corridor work together. Land use, site planning, architecture, transportation, parking, landscaping, sustainability, infrastructure, economic development, and the public realm are considered as parts of the same long-term corridor strategy.

PROJECT ENTITLEMENT

The proposed applications comprise the entitlement package for the new Highway 111 Specific Plan, including a Specific Plan, General Plan Amendment, General Plan Zoning Map Amendment, and Environmental Impact Report.

Given the corridor-wide scope of the project and the interrelated nature of the applications, the entitlement package is being processed concurrently pursuant to Rancho Mirage Municipal Code Section 17.36.020, which requires related development applications to be processed together unless waived by the Director.

The entitlement applications associated with the project include:

- Environmental Impact Report Case No. EIR20001 (the "EIR") for environmental review pursuant to the California Environmental Quality Act (CEQA);
- General Plan Amendment Case No. GPA20001 (the "GPA") to amend the General Plan land use framework associated with the Highway 111 corridor;
- General Plan Zoning Map Amendment Case No. GPZMA20001 (the "GPZMA") to establish zoning consistency with the proposed Specific Plan framework; and

- Specific Plan Case No. SP200001 (the “SP”) to establish updated land use regulations, development standards, design guidelines, infrastructure planning, and implementation measures for the Highway 111 corridor.

The Environmental Impact Report evaluates the potential environmental impacts associated with implementation of the new Highway 111 Specific Plan. The General Plan Amendment and General Plan Zoning Map Amendment ensure consistency between the General Plan, zoning framework, and the proposed Specific Plan. The Specific Plan establishes the long-term regulatory and planning framework intended to guide future reinvestment, redevelopment, infrastructure improvements, and corridor revitalization along Highway 111.

An independent analysis has been prepared by the City Attorney to address the proposed ordinance associated with the Highway 111 Specific Plan adoption. The City Attorney’s Independent Analysis is provided as Attachment 6.

Review Authority (Rancho Mirage Municipal Code Section 17.34.010): The proposed project requires City Council approval. Therefore, the Planning Commission’s role is to review the project and forward a recommendation to the City Council.

LEGAL FRAMEWORK

The new Highway 111 Specific Plan is authorized under California planning and zoning law, which gives cities broad authority to regulate land use through their police power. This authority allows cities to adopt and enforce regulations intended to protect public health, safety, and welfare, including regulations related to land use, zoning, development standards, and permitting.

Under California’s planning framework, the General Plan serves as the foundational policy document, followed by specific plans, zoning regulations, and project-level entitlements. Specific plans function as implementation tools that translate broader General Plan policies into more detailed land use regulations and development standards tailored to a defined area.

The Highway 111 Specific Plan is intended to serve as the primary regulatory framework for development within the corridor. Upon adoption, the Plan will guide future land use decisions, development review, and implementation actions within the Specific Plan area, while maintaining consistency with the Rancho Mirage General Plan.

ANALYSIS

The analysis and descriptions below provide an overview of the proposed project. The full project file can be found at the Planning Division and the full Specific Plan document is attached.

GENERAL PLAN AMENDMENT (GPA20001) AND GENERAL PLAN ZONING MAP AMENDMENT (GPZMA20001)

The purpose of the General Plan Amendment (GPA) and General Plan Zoning Map Amendment (GPZMA) is to establish consistency between the Rancho Mirage General Plan, zoning framework, and the proposed Highway 111 Specific Plan. The GPA updates references to the Highway 111 East and West Specific Plans to the new Highway 111 Specific Plan, while the GPZMA updates the zoning map to reflect the Specific Plan zoning. Full descriptions can be found in the attached resolutions.

SPECIFIC PLAN CASE NO. SP200001

General Plan Implementation:

The Specific Plan is consistent with the following General Plan goals and policies:

Land Use Goals & Policies:

- *GOAL LU 1: A resort residential community of desirable neighborhoods, a variety of community facilities, and high-quality development.*
- *GOAL LU 2: A balanced mix of functionally integrated land uses, meeting the general social and economic needs of the community through simplified, compatible, and consistent land use and zoning designations.*
- *Policy LU 2.1: Specific plans shall be required, where appropriate, to ensure new development achieves high-quality building, design, and development standards and provides amenities above those expected in conventional development.*
- *Policy LU 2.2 Specific plans shall be utilized, where appropriate, to assure the phased, logical and cost-effective extension of infrastructure and build-out of new development.*
- *Policy LU 2.3: Specific plans shall be updated periodically to reflect existing land use conditions, modernize land use trends, review boundaries, and ensure long-term General Plan goals are being met through implementation of said specific plans.*

Response:

The new Highway 111 Specific Plan modernizes the City’s primary commercial corridor through updated land use regulations, development standards, and design guidelines. The Plan establishes a more flexible and integrated land use framework that supports reinvestment, mixed-use development and corridor revitalization while maintaining compatibility with surrounding development. The Specific Plan also includes development standards and design guidelines intended to ensure high-quality site planning, architecture, landscaping, buffering and circulation.

Housing Goals & Policies:

- *GOAL H 1: A variety of housing types that meet the needs of residents in Rancho Mirage.*
- *GOAL H 2: Housing to meet the needs of Rancho Mirage's lower income households.*
- *Policy H 1: The General Plan shall provide for a mixture of residential densities dispersed throughout Rancho Mirage.*
- *Policy H 2: The City's residential development standards shall allow for a diversity of housing types while adhering to community design policies.*
- *Policy H 3: Affordable housing developments shall be distributed throughout Rancho Mirage rather than concentrated in one area.*
- *Policy H 9: The Housing Authority shall pursue development of affordable housing units during the planning period.*

Response:
The proposed Specific Plan supports a broader range of residential and mixed-use housing opportunities within the Highway 111 corridor, including opportunities for higher-density and affordable housing development in appropriate locations. The Plan supports implementation of the City's certified 6th Cycle Housing Element and Housing Element programs related to affordable housing, mixed-use development, higher density residential opportunities and housing diversification along the corridor. For example, The Specific Plan implements the adopted affordable housing overlay in the Thunder Road neighborhood of PA 4, as required by the certified and adopted Housing Element. The Plan also supports transit-accessible housing opportunities near commercial services, employment centers, and regional circulation routes.

Community Design Goals & Policies:

- *GOAL CD 1: Preservation and promotion of Rancho Mirage's identity as an "Oasis in the Desert," combing quality development with scenic, natural, and open space amenities.*
- *GOAL CD 3: Scenic roadways that impart a sense of place and are attractively landscaped, provide visual continuity along adjacent uses, preserve views, and create focused intersection landscaping.*
- *GOAL CD 7: Protection of the star-studded desert night sky from excessive glare.*
- *GOAL CD 8: Architecture that is sensitive to its context, blending quality materials, distinctive detailing, and a strong sense of living with nature.*
- *GOAL CD 9: Retail centers in Rancho Mirage that are visually attractive, people-friendly, and economically successful.*
- *GOAL CD 10: Distinctly designed parking areas in Rancho Mirage's commercial centers that incorporate rich paving materials, drought and heat-tolerant landscaping, clear and safe pedestrian and vehicular access, and protection from the desert climate through the use of well-placed trees and/or carports.*
- *GOAL CD 11: Parking areas that are screened from public streets to the greatest extent possible.*

Response:
The Specific Plan establishes updated corridor-wide design guidelines addressing architecture, landscaping, signage, lighting, parking design, screening, and site planning. The guidelines are intended to create a cohesive corridor identity while allowing flexibility in architectural expression and redevelopment opportunities. The Specific Plan emphasizes enhanced landscaping, high-quality architecture, high-quality materials, and lighting standards intended to preserve the character of Rancho Mirage and improve the overall experience along Highway 111.

Economic and Fiscal Goals & Policies:

- *Goal E&F 1: A growing and balanced economic base that serves the needs of Rancho Mirage residents, businesses, and visitors while maintaining the City's high standards of development and environmental protection.*
- *Policy E&F 2.2: The City may require market studies to justify request for rezoning to a higher intensity of land uses.*
- *Policy E&F 2.5: Promote the development of a central place of activity to enhance the economic vitality of the Highway 111 corridor.*
- *Program E&F 2.5 A: The City shall periodically review the Highway 111 East and West Specific Plans to ensure that land uses and development standards promote a thriving corridor.*

Response:
The Specific Plan supports long-term economic vitality by modernizing the regulatory framework governing the corridor and creating flexibility for reinvestment and adaptive redevelopment. The Plan supports mixed-use development, modernization of aging commercial properties, activation of underutilized sites, and improvements to corridor identity intended to strengthen Highway 111 as the City's primary commercial and visitor-serving corridor. The Specific Plan includes a retail market analysis.

The purpose of the Specific Plan is to provide a comprehensive planning framework for development and redevelopment along the Highway 111 corridor. The Specific Plan repeals and replaces the previously adopted Highway 111 East and West Specific Plans and consolidates them into a single corridor-wide document. Upon adoption, the Specific Plan will serve as the primary regulatory document for the corridor and will take precedence over the underlying zoning districts where the Specific Plan establishes different standards. The Specific Plan establishes updated land use regulations, development standards, design guidelines, circulation and infrastructure policies, and implementation measures intended to guide the continued evolution of the corridor. The Specific Plan includes targeted boundary modifications to reflect existing development patterns and corridor conditions. Approximately 16 acres of established residential development south of Mirage Cove Drive are proposed for removal, while the Rancho Las Palmas Shopping Center is proposed for inclusion as Planning Area 11 – Las Palmas, to provide a consistent land use and development framework along Highway 111.

Twelve Planning Areas
The Specific Plan divides the Highway 111 corridor into twelve Planning Areas (PA):

- Planning Area 1 (PA-1): West Gateway
- Planning Area 2 (PA-2): Bighorn Cove
- Planning Area 3 (PA-3): Peterson Road
- Planning Area 4 (PA-4): Thunder Road
- Planning Area 5 (PA-5): Central Corridor
- Planning Area 6 (PA-6): Library Commons
- Planning Area 7 (PA-7): Five Peaks
- Planning Area 8 (PA-8): San Jacinto Arts District
- Planning Area 9 (PA-9): Magnesia Falls South
- Planning Area 10 (PA-10): The River
- Planning Area 11 (PA-11): Las Palmas
- Planning Area 12 (PA-12): East Gateway

The Planning Areas were not established simply for organizational purposes. They group parcels and existing/future land uses with similar physical conditions, development patterns, opportunities, and planning objectives. Each Planning Area includes specific planning objectives, permitted land uses, and customized design guidance addressing site planning, access, architecture, landscaping, lighting, signage, and other elements of development.

This approach allows the City to recognize meaningful differences along Highway 111 while maintaining a single regulatory framework for the corridor. Rather than applying the same development concept to every property, the Specific Plan establishes corridor-wide standards while providing more focused direction where individual Planning Areas have distinct conditions or opportunities. A brief description of each Planning Area is provided below.

Planning Area 1 (PA-1) – West Gateway
PA-1 forms the western entrance to Rancho Mirage and includes existing office and commercial development together with the large vacant Rancho Cove opportunity site. The Specific Plan treats the area as an important gateway into the City and provides opportunities for coordinated mixed-use development that can combine commercial, hospitality, and residential components. The intent is to establish an identifiable entrance to Rancho Mirage while allowing existing development, including One Mirage Place, to continue to evolve with complementary uses.

Planning Area 2 (PA-2): Bighorn Cove
PA-2 includes established development together with one of the corridor's larger remaining development opportunities. The Specific Plan envisions a coordinated, master-planned setting that can support a complementary mix of uses while responding to adjoining neighborhoods and the physical setting of the cove. Future development is intended to function as a cohesive destination, strengthen the western portion of the corridor, and maintain compatibility with the surrounding natural and residential environment.

Planning Area 3 (PA-3): Peterson Road
PA-3 is substantially developed with commercial, office, restaurant, visitor-serving, and other uses, with more limited opportunities for infill. The Specific Plan therefore focuses primarily on completion and reinvestment rather than wholesale redevelopment. Future projects are expected to improve site planning, landscaping, access, pedestrian connections, and the streetscape while filling remaining commercial gaps and supporting existing businesses.

Planning Area 4 (PA-4): Thunder Road
PA-4 contains an established residential component together with commercial uses and redevelopment opportunities. The SP recognizes the existing apartment development pattern and provides a framework for residential, neighborhood commercial, and mixed-use development. The Specific Plan implements the adopted affordable housing overlay in the Thunder Road neighborhood of PA 4, as required by the certified and adopted Housing Element.

Planning Area 5 (PA-5): Central Corridor
PA-5 functions primarily as a connective portion of Highway 111 rather than as a major development area. The intent is to make this segment function as a visual and physical connection between adjoining Planning Areas rather than as a gap between destinations.

Planning Area 6 (PA-6): Library Commons

PA-6 is centered on the Rancho Mirage Library and Observatory and related civic and cultural uses. The Specific Plan reinforces the area as an established community destination and emphasizes pedestrian connectivity, landscaping, lighting, and site design that support the library campus.

Planning Area 7 (PA-7): Five Peaks
PA-7 contains a significant opportunity site near the foothills and Library Commons and includes an existing entitlement for automobile dealerships. The Specific Plan recognizes this approved development while providing a broader framework for the area's long-term development and potential evolution over time.

Planning Area 8 (PA-8): San Jacinto Arts District
PA-8 contains a diverse mix of residential, hospitality, commercial, public park, and cultural uses. The Plan builds upon those assets by supporting an arts-oriented district with opportunities for galleries, shops, residential development, cultural uses, and improved pedestrian connections. The intent is to strengthen the relationship between San Jacinto Drive, existing development, the community park and amphitheater, and nearby commercial destinations.

Planning Area 9 (PA-9): Magnesia Falls South
PA-9 includes automobile dealerships, furniture stores, offices, banks, and other commercial uses. The Specific Plan supports continued commercial reinvestment while providing opportunities for a more integrated development pattern where appropriate.

Planning Area 10 (PA-10): The River
PA-10 contains The River, one of the City's primary shopping, dining, and entertainment destinations. The Plan focuses on continued reinvestment in the existing center, improved pedestrian circulation, gathering areas, and the continued evolution of dining and entertainment uses. The intent is to strengthen an established destination rather than replace its underlying role.

Planning Area 11 (PA-11): Las Palmas
PA-11 includes established neighborhood-serving commercial and office uses near the eastern portion of the corridor. The update incorporates this area into the unified Highway 111 planning framework and focuses on continued reinvestment, visibility, landscaping, shade, parking, and tenant mix while maintaining its neighborhood-serving function.

Planning Area 12 (PA-12): East Gateway
PA-12 forms the eastern entrance to Rancho Mirage and includes a narrow commercial corridor with home furnishings, design-related retail, medical office, and other commercial uses. The Specific Plan emphasizes gateway identity, coordinated design, and continued strengthening of the area as a commercial and design destination.

LAND USE AND DEVELOPMENT STANDARDS

Section V of the Specific Plan serves as the zoning ordinance for the Specific Plan area. It establishes the mandatory regulations governing land use, development, parking, lighting, signage, and other development parameters throughout the corridor. These provisions strengthen, modify, or replace applicable portions of the Rancho Mirage Zoning Ordinance for the areas subject to the Specific Plan. Where an issue is not specifically addressed by the Specific Plan, the applicable provisions of the Rancho Mirage Municipal Code continue to apply. Where the Specific Plan establishes a different standard, the Specific Plan governs.

Rather than requiring applicants and staff to move between two differently organized Specific Plans and the Municipal Code, the updated Specific Plan provides one primary regulatory framework for the corridor. The purpose is to make development requirements clearer and more consistent while retaining the City's expectations for high-quality development and design.

Section V establishes both corridor-wide regulations and standards tailored to individual Planning Areas. This allows common issues such as permitted uses, parking, building height, setbacks, landscaping, and general design considerations to be addressed consistently, while still recognizing that the physical conditions and development objectives vary throughout the corridor.

Permitted Uses

The updated Specific Plan establishes a single permitted-use matrix (Table V-1) covering the 12 Planning Areas and applicable subareas. The matrix identifies whether individual uses are permitted, conditionally permitted, or prohibited within each Planning Area. This replaces the separate use tables contained in the existing East and West Specific Plans and allows applicants, property owners, staff, and decision-makers to more easily identify and compare allowable uses throughout the corridor.

The consolidated matrix does not make every use available in every Planning Area. Each Planning Area continues to reflect its existing land use pattern, physical setting, and long-term planning objectives. The change is primarily one of organization and consistency, providing a common format for regulating uses throughout the corridor while maintaining distinctions between Planning Areas.

Development Standards

Section V establishes development standards applicable to each Planning Area, including residential density, building height, setbacks, site coverage, open space and landscaping, private residential outdoor space, and minimum separation between buildings. The standards vary where necessary to respond to the existing character, intended land uses, and development objectives of the individual Planning Areas. A common framework is nevertheless applied throughout the corridor.

Parking and Shared Parking
Parking is another significant component of the updated development standards. Section V establishes parking requirements by land use and continues to rely on the City's parking regulations where an issue is not specifically addressed by the Specific Plan. The Specific Plan encourages opportunities for parking facilities to be shared among adjoining or complementary uses. This approach is particularly relevant along Highway 111, where many properties contain multiple uses or are located immediately adjacent to other commercial destinations. Rather than requiring each use to function as an isolated development with independently calculated parking, the Specific Plan provides a mechanism to recognize how parking may actually function across a coordinated site or between compatible neighboring uses.

DESIGN GUIDELINES
Section VI of the Specific Plan establishes plan-wide design guidelines for development and redevelopment along the Highway 111 corridor. The guidelines are intended to address the corridor's natural and built environment and are consistent with guidance contained in the City's General Plan and reflected in the Rancho Mirage Municipal Code. They also address the diversity of development conditions along Highway 111, ranging from larger development sites to smaller sites and infill parcels, as well as housing, access to open space, natural resources, and the desert environment.

Architectural Design
The architectural design guidelines address architecture and placemaking, general design principles, architectural style and design quality, building heights and mass, building and design materials, and building lighting. The Specific Plan does not prescribe a single architectural style or theme. Instead, it recognizes existing architectural styles within Rancho Mirage, including Contemporary, Mid-Century Modern, Post-Modern, International Style, and Spanish Mission Style, while allowing room for innovative and creative design. The guidelines address building proportions, heights, and setbacks in relation to surrounding development, the streetscape, and scenic resources. Building height should be compatible with planned or existing buildings in the vicinity. Building setbacks should also consider their relationship to the streetscape, surrounding structures, and scenic resources.

Landscaping
The Specific Plan includes a separate set of landscape guidelines addressing landscape objectives and goals, a landscape and materials palette, irrigation, and parking lighting. A specific landscape plant palette is also included in Section VI.

Signage and Wayfinding
Section VI establishes signage guidelines addressing project identity and monument signage, corridor and project wayfinding signage, primary building signage, retail signage, and signage lighting. The guidelines also address the scale, form, durability, clarity, and placement of signage within individual projects and along the corridor.

TRANSPORTATION AND CIRCULATION
Section VII addresses transportation and circulation throughout the Highway 111 corridor, including roadway and intersection design, access, pedestrian connections, transit, crosswalks, and neighborhood connectivity. The Specific Plan recognizes Highway 111 as both a transportation corridor and a local-serving, community-connecting roadway providing direct access to destinations throughout the corridor.

INFRASTRUCTURE
Section VIII addresses infrastructure and service needs associated with existing and future development within the Highway 111 corridor. The section addresses drainage and flood control, stormwater management, and public utilities, including domestic water, sewer, electricity, natural gas, and telecommunications and digital services.

KEY DEMOGRAPHIC AND RETAIL MARKET ANALYSIS
Section IX provides an overview of the demographic and socioeconomic characteristics of Rancho Mirage and a detailed market analysis of the Specific Plan Market Area. The analysis is intended to provide a foundation for the Specific Plan's land use, mobility, and economic development recommendations.

ENVIRONMENTAL IMPACT REPORT CASE NO. EIR20001 (SCH No. 2020069010)
An Environmental Impact Report (EIR) was prepared for the proposed Highway 111 Specific Plan pursuant to the California Environmental Quality Act (CEQA). The environmental review process began with preparation of an Initial Study and Notice of Preparation (NOP). The City determined that potentially significant impacts could result from the proposed project and that an EIR should be prepared. The NOP was circulated for a 30-day public review period from June 8, 2020 through July 7, 2020, and a virtual scoping meeting was held on June 17, 2020 to receive comments regarding the environmental issues to be addressed in the EIR.

The Draft EIR was subsequently circulated for a 45-day public review period from January 27, 2022 through March 14, 2022. A Notice of Availability was published on January 27, 2022, and a public informational workshop on the new Highway 111 Specific Plan was held on March 9, 2022 at the Rancho Mirage Library and Observatory.

The EIR evaluates potential environmental impacts associated with implementation of the Specific Plan. The environmental topics identified for analysis include aesthetics and scenic resources, air quality and greenhouse gases, biological and cultural resources, geology and soils, land use compatibility, transportation and circulation, hazards and hazardous materials, hydrology and water quality, noise, public services and facilities, population and housing, and wildfire.

Comments received during the environmental review process were reviewed and considered, and responses to comments are included in the Final EIR (Attachment 3). A Mitigation Monitoring and Reporting Program (Attachment 4) has also been prepared for the project. Following final action by the City Council, a Notice of Determination (Attachment 5) may be filed with the County of Riverside.

Statement of Overriding Considerations
Pursuant to Section 15093 of the CEQA Guidelines, a Statement of Overriding Considerations is required when a project would result in significant environmental effects that cannot be avoided or reduced to a less than significant level through feasible mitigation measures. The Final EIR prepared for the proposed Highway 111 Specific Plan identifies environmental impacts and mitigation measures intended to reduce potentially significant impacts to less than significant levels.

The Specific Plan establishes an updated land use and development framework for the Highway 111 corridor, intended to facilitate commercial reinvestment, redevelopment, and opportunities for future development. The Final EIR identifies significant and unavoidable impacts related to air quality and greenhouse gas emissions. Although mitigation measures have been incorporated to reduce these impacts, they cannot be reduced to less-than-significant levels. Accordingly, a Statement of Overriding Considerations has been prepared pursuant to Section 15093 of the CEQA Guidelines.

The Statement identifies the following public benefits associated with implementation of the Specific Plan:

1. Project standards and guidelines address sustainability in land use, transportation, energy/water/materials use, and environmental quality.
2. The Project sets forth sustainability principles that address expanded use of renewable energy, sustainable sourcing of building materials, and increased land use efficiencies.
3. The Project provides development standards and guidelines intended to ensure coherent and cohesive development and redevelopment within the planning area.
4. The Project facilitates land use and economic synergies between diverse uses along the Highway 111 corridor and surrounding lands.
5. The Project prioritizes infill opportunities where smaller-scale development is supported by existing businesses and infrastructure.
6. The Project enhances opportunities for upscale shopping, entertainment, and dining, and provides additional revenues through sales tax and transient occupancy tax.
7. The Project stimulates the City's economy by creating additional residential and commercial opportunities.

The Statement of Overriding Considerations finds that each of the identified public benefits, separately and individually, outweighs the significant and unavoidable environmental impacts identified in the Final EIR.

Planning Area Acreage and Development Data
The planning area acreage and development data were refined following preparation of the Specific Plan. The Draft EIR identified the planning area as approximately 684 acres. Initial mapping of the planning area in 2020 incorporated GIS files from various sources, including the City's Information Services Department, Riverside County Assessor's GIS database, CVWD, SoCalGas, and SCE, and included estimates of undevelopable terrain, on-site flood control facilities, and additional parcel areas. The earlier acreage calculations were also based on the WGS 1984 Web Mercator geographic coordinate system.

In 2026, the planning area was recalculated using the NAD 1983 (2011) State Plane California VI projected coordinate system, resulting in a revised planning area acreage of approximately 472 acres. Planning Area boundaries were also refined in 2025 and 2026 to align with parcel boundaries; however, no parcels were removed from or added to the Specific Plan planning area during this process. The change from 684± acres to 472± acres reflects corrections and refinements to the earlier mapping and acreage calculations and does not represent a corresponding reduction in the geographic extent of the Specific Plan planning area. The change in coordinate system accounts for most of the reduction in reported acreage.

Existing development was also recalculated using aerial imagery in ArcGIS, Google Earth, and Riverside County Assessor's data. The updated calculations include revised developed and vacant acreage, roads, existing residential units, and the potential for residential and commercial development. While the Draft Specific Plan understated existing commercial and other non-residential uses and the number of dwelling units within the Specific Plan area, the Draft EIR overstated the potential for new commercial and residential development. Existing development and its effects on the environment were incorporated into the baseline conditions for the Specific Plan area as part of the existing conditions at the time of the environmental analysis. Therefore, the Draft and Final EIR provide a valid analysis of potential project impacts.

AB 52 & SB 18 TRIBAL CONSULTATION
As part of the environmental review process, the City contacted the California Native American Heritage Commission (NAHC) on April 21, 2020 to request a local government tribal consultation list. The NAHC search identified no Native American cultural resources within the planning area but recommended that the City contact local tribal authorities.

In May 2020, the City sent written requests regarding the planning area to representatives and/or chairmen of 12 tribes. Six tribes responded. The Agua Caliente Band of Cahuilla Indians (ACBCI) requested a consultation meeting with the City, which was held on November 16, 2020. ACBCI provided copies of cultural and historic resource surveys and reports within and near the project planning area for use in the analysis, and the City provided ACBCI with information on cultural resources in the planning area. The City provided the Tribe the Draft EIR in 2022; no further communication was received.

The EIR includes mitigation measures and procedural requirements intended to address the inadvertent discovery of tribal cultural resources and human remains during ground-disturbing activities, consistent with State law and consultation requirements.

MAILING & NOTICING REQUIREMENT

The application request was publicly noticed pursuant to Rancho Mirage Municipal Code Section 17.74.020 and California Government Code Section 65091. The Highway 111 Specific Plan area encompasses approximately 552 parcels. Given the corridor-wide scope of the project, mailing notices to property owners within 500 feet of the Specific Plan boundaries would exceed 1,000 property owners. Pursuant to Government Code Section 65091(a)(3), when the number of property owners to whom notice would otherwise be mailed exceeds 1,000, notice may instead be provided through publication of a display advertisement of at least one-eighth page in a newspaper of general circulation at least 10 days prior to the public hearing. Accordingly, notice of the public hearing was published in The Desert Sun on October 2, 2026. The notice was also posted on the City's website, at City Hall, and at the Rancho Mirage Library & Observatory. Any information addressed to the Planning Commission but received after completion of this final report will be distributed at the public hearing. No comments have been received as of the publication date of this report.

FINDINGS

SPECIFIC PLAN CASE NO. SP200001

A. A specific plan may be approved, only if all of the following findings are made:

1. The proposed specific plan is consistent with the general plan, **because the new Highway 111 Specific Plan implements the goals and policies of the Rancho Mirage General Plan related to land use, housing, circulation, community design, and economic development, as described below:**

   Additional Response: The General Plan establishes the City's framework for land use and development and identifies specific plans as an appropriate tool for implementing that framework. The Highway 111 Specific Plan is consistent with the General Plan because it implements the City's adopted goals and policies related to high-quality development, housing, community design, and economic vitality.

   As part of the proposed entitlement package, General Plan Amendment Case No. GPA20001 (GPA) and General Plan Zoning Map Amendment Case No. GPZMA20001 (GPZMA) are being processed concurrently with Specific Plan Case No. SP200001 to establish consistency between the General Plan and updated Specific Plan.

   The proposed Specific Plan implements the following General Plan policies:

   GOAL LU 1: A resort residential community of desirable neighborhoods, a variety of community facilities, and high-quality development.

   Response: The new Highway 111 Specific Plan supports Goal LU 1 by establishing updated land use regulations, development standards, and design guidelines intended to promote high-quality development and redevelopment along the Highway 111 corridor. Section V establishes development standards, while Section VI provides corridor-wide design guidelines addressing architecture, landscaping, lighting, signage, parking, and site planning. These provisions are intended to maintain the City's established development standards while accommodating future commercial, residential, and mixed-use development opportunities.

   GOAL LU 2: A balanced mix of functionally integrated land uses, meeting the general social and economic needs of the community through simplified, compatible, and consistent land use and zoning designations.

   Response: The Specific Plan supports Goal LU 2 by establishing a unified land use framework for the twelve Planning Areas along Highway 111. The Plan consolidates the previously adopted East and West Highway 111 Specific Plans and establishes updated land use regulations and development standards. The Specific Plan accommodates a mix of retail, restaurant, hotel, office, and residential uses within designated Planning Areas, providing opportunities for development and redevelopment while maintaining compatibility with surrounding land uses. The GPA20001 and GPZMA20001 are proposed to align the General Plan land use framework and zoning designations with the updated Specific Plan, ensuring consistency between the City's planning and regulatory documents.

   Policy LU 2.1: Specific plans shall be required, where appropriate, to ensure new development achieves high-quality building, design, and development standards and provides amenities above those expected in conventional development.

Response: The new Highway 111 Specific Plan implements Policy LU 2.1 through updated land use regulations and development standards in Section V and corridor-wide design guidelines in Section VI. These provisions address architecture, building form, landscaping, lighting, signage, parking, and site planning to promote high-quality development and redevelopment throughout the corridor.

Policy LU 2.2: Specific plans shall be utilized, where appropriate, to assure the phased, logical and cost-effective extension of infrastructure and build-out of new development.

Response: The Specific Plan supports Policy LU 2.2 by providing a coordinated land use and development framework for future development and redevelopment within the Highway 111 corridor. The Specific Plan identifies existing infrastructure constraints and recognizes the need for utility and infrastructure coordination to accommodate future development. The updated land use regulations and development standards provide a framework for evaluating development proposals as properties are developed or redeveloped.

Policy LU 2.3: Specific plans shall be updated periodically to reflect existing land use conditions, modernize land use trends, review boundaries, and ensure long-term General Plan goals are being met through implementation of said specific plans.

Response: The new Highway 111 Specific Plan directly implements Policy LU 2.3 by consolidating, updating, expanding, and replacing the previously adopted East and West Highway 111 Specific Plans. The update reflects existing land use conditions, reviews the Specific Plan boundaries, and establishes updated land use regulations and development standards for the twelve Planning Areas. The Specific Plan also addresses changing land use trends by providing opportunities for commercial reinvestment, redevelopment of underutilized properties, and mixed-use development. The proposed GPA20001 and GPZMA20001 further support this update by proposing corresponding amendments to the General Plan land use framework and zoning map to reflect the updated Specific Plan and land use regulations.

GOAL H 1: A variety of housing types that meet the needs of residents in Rancho Mirage.

Response: The Specific Plan supports Goal H 1 by providing opportunities for residential and mixed-use development within designated Planning Areas along Highway 111. The Specific Plan accommodates residential development at varying densities and provides opportunities for additional housing within the corridor. These provisions support the City's adopted 6th Cycle Housing Element objectives related to housing diversification and residential development opportunities. The proposed GPA20001 and GPZMA20001 are intended to establish consistency between the General Plan land use designations, zoning framework, and residential development opportunities identified in the Specific Plan.

GOAL H 2: Housing to meet the needs of Rancho Mirage's lower income households.

Response: The Specific Plan supports Goal H 2 by incorporating opportunities for affordable housing development within the Highway 111 corridor. Specifically, the Specific Plan implements the adopted Affordable Housing Overlay in the Thunder Road neighborhood of Planning Area 4, as required by the City's certified and adopted 6th Cycle Housing Element. The Specific Plan also provides residential density provisions for qualifying affordable housing developments, supporting additional housing opportunities.

Policy H 1: The General Plan shall provide for a mixture of residential densities dispersed throughout Rancho Mirage.

Response: The Specific Plan supports Policy H 1 by accommodating residential development at varying densities within designated Planning Areas. The Specific Plan provides opportunities for higher-density residential development, including affordable housing, within the Highway 111 corridor. These provisions support the City's Housing Element objectives by providing additional residential development opportunities within an established commercial corridor.

Policy H 2: The City's residential development standards shall allow for a diversity of housing types while adhering to community design policies.

Response: The Specific Plan supports Policy H 2 by accommodating residential and mixed-use development while establishing development standards and design guidelines intended to maintain the City's established community character. Sections V and VI address building form, site planning, landscaping, and architectural design. These provisions provide opportunities for residential development while maintaining consistency with the City's community design objectives.

Policy H 3: Affordable housing developments shall be distributed throughout Rancho Mirage rather than concentrated in one area.

Response: The Specific Plan supports Policy H 3 by providing opportunities for affordable housing development within the Highway 111 corridor. The Specific Plan implements the adopted Affordable Housing Overlay in the Thunder Road neighborhood of Planning Area 4 and provides opportunities for affordable housing within other designated residential and mixed-use Planning Areas. These provisions support the City's Housing Element objectives related to the distribution of affordable housing opportunities.

Policy H 9: The Housing Authority shall pursue development of affordable housing units during the planning period.

Response: The Specific Plan supports Policy H 9 by establishing land use regulations that accommodate affordable housing development within the Highway 111 corridor. The Specific Plan implements the adopted Affordable Housing Overlay in Planning Area 4 and provides additional opportunities for qualifying affordable housing developments within designated Planning Areas. These provisions establish a regulatory framework that supports the City's affordable housing objectives during the Housing Element planning period.

GOAL CD 1: Preservation and promotion of Rancho Mirage's identity as an "Oasis in the Desert," combining quality development with scenic, natural, and open space amenities.

Response: The Specific Plan supports Goal CD 1 through updated development standards and corridor-wide design guidelines intended to maintain the City's established identity and high-quality development character. Section VI addresses architecture, landscaping, lighting, signage, and site planning, providing guidance for future development and redevelopment that reflects Rancho Mirage's desert setting.

GOAL CD 3: Scenic roadways that impart a sense of place and are attractively landscaped, provide visual continuity along adjacent uses, preserve views, and create focused intersection landscaping.

Response: The Specific Plan supports Goal CD 3 through corridor-wide design guidelines addressing landscaping, streetscape improvements, signage, and site planning. These guidelines are intended to improve the appearance of Highway 111, promote visual continuity between developments, and strengthen the corridor's overall identity. The Specific Plan also recognizes the physical setting of the corridor between the Whitewater River and the foothills of the Santa Rosa Mountains.

GOAL CD 7: Protection of the star-studded desert night sky from excessive glare.

Response: The Specific Plan supports Goal CD 7 through the corridor-wide lighting design guidelines established in Section VI. These guidelines address exterior lighting as part of the overall design of future development and redevelopment along Highway 111, supporting the City's objective of maintaining appropriate lighting and limiting excessive glare.

GOAL CD 8: Architecture that is sensitive to its context, blending quality materials, distinctive detailing, and a strong sense of living with nature.

Response: The Specific Plan supports Goal CD 8 through the architectural design guidelines established in Section VI. These guidelines address building form, architectural design, materials, landscaping, and site planning to promote high-quality development that responds to the surrounding environment. The guidelines also provide flexibility in architectural expression while maintaining the City's established design expectations.

GOAL CD 9: Retail centers in Rancho Mirage that are visually attractive, people-friendly, and economically successful.

Response: The Specific Plan supports Goal CD 9 through updated design guidelines, enhanced pedestrian connectivity, streetscape improvements, and flexible development standards intended to encourage reinvestment and improve the overall appearance and functionality of commercial properties along Highway 111. The Specific Plan also provides opportunities for modernization of aging commercial properties and redevelopment of underutilized sites.

GOAL CD 10: Distinctly designed parking areas in Rancho Mirage's commercial centers that incorporate rich paving materials, drought and heat-tolerant landscaping, clear and safe pedestrian and vehicular access, and protection from the desert climate through the use of well-placed trees and/or carports.

Response: The Specific Plan supports Goal CD 10 through updated parking regulations in Section V and parking and landscaping design guidelines in Section VI. These provisions address parking area design, landscaping, and site circulation to improve the appearance and functionality of parking areas associated with commercial development along Highway 111.

GOAL CD 11: Parking areas that are screened from public streets to the greatest extent possible.

Response: The Specific Plan supports Goal CD 11 through the corridor-wide design guidelines in Section VI addressing parking, landscaping, and site planning. These guidelines are intended to improve the appearance of parking areas and their relationship to surrounding development and public streets.

Goal E&F 1: A growing and balanced economic base that serves the needs of Rancho Mirage residents, businesses, and visitors while maintaining the City's high standards of development and environmental protection.

Response: The Specific Plan supports Goal E&F 1 by modernizing the land use regulations and development standards governing the Highway 111 corridor. The Specific Plan provides opportunities for retail, restaurant, hotel, office, residential, and cultural uses and encourages reinvestment and redevelopment of aging and underutilized commercial properties. The updated development standards and design guidelines are intended to support long-term economic activity while maintaining the City's high-quality development expectations. The proposed GPA20001 and GPZMA20001 ensure compatibility with the General Plan.

Policy E&F 2.2: The City may require market studies to justify request for rezoning to a higher intensity of land uses.

Response: The Specific Plan includes a retail market analysis that evaluates commercial development and anticipated market demand along the Highway 111 corridor. The analysis provides information regarding existing commercial development and future retail and restaurant demand, which informs the Specific Plan's consideration of future land use and development opportunities. Additionally, an EIR was prepared to evaluate potential environmental impacts associated with implementation of the Specific Plan, including increased development intensity. Mitigation measures have been identified to reduce potentially significant environmental impacts.

Policy E&F 2.5: Promote the development of a central place of activity to enhance the economic vitality of the Highway 111 corridor.

Response: The Specific Plan supports Policy E&F 2.5 by providing opportunities for commercial reinvestment, modernization of aging properties, redevelopment of underutilized sites, and mixed-use development within designated Planning Areas. The Specific Plan establishes updated land use regulations, development standards, and design guidelines intended to improve the appearance and functionality of commercial properties and strengthen the long-term economic vitality of the Highway 111 corridor. The Specific Plan also incorporates environmental considerations through its development standards and design guidelines, while the associated EIR identifies mitigation measures to address potential environmental impacts associated with future development and redevelopment.

Program E&F 2.5 A: The City shall periodically review the Highway 111 East and West Specific Plans to ensure that land uses and development standards promote a thriving corridor.

Response: The Highway 111 Specific Plan directly implements Program E&F 2.5 A by consolidating, updating, expanding, and replacing the previously adopted East and West Highway 111 Specific Plans. The update reviews existing land use conditions and development patterns and establishes updated land use regulations, development standards, and design guidelines for the twelve Planning Areas. These changes are intended to accommodate changing development trends, encourage commercial reinvestment, and support the long-term economic vitality of the corridor.

2. The proposed specific plan would not be detrimental to the public interest, health, safety, convenience, or welfare of the city, **because the Specific Plan complies with General Plan goals and policies;**

Additional Response: The Specific Plan establishes regulations governing land use and development within the corridor, including permitted uses, development standards, parking, lighting, signage, and other development parameters. It also establishes plan-wide design guidelines addressing architecture, circulation and pathways, landscaping, lighting, signage, and other design considerations. The Specific Plan separately addresses circulation and identifies roadway, access, pedestrian, and neighborhood connectivity considerations within the corridor.

Infrastructure requirements are also addressed in Section VIII, including drainage and flood control and the public utilities necessary to serve existing and future development. Section VIII requires development within the corridor to comply with applicable stormwater requirements and establishes standards for hydrology, runoff, retention, drainage facilities, and stormwater management.

Additionally, an Environmental Impact Report (EIR) was prepared for the Highway 111 Specific Plan Update pursuant to the California Environmental Quality Act (CEQA). The EIR evaluates potential environmental impacts associated with implementation of the Specific Plan, including future development and redevelopment, land use changes, circulation improvements, and infrastructure improvements. The EIR identifies potential environmental impacts and mitigation measures to reduce impacts where feasible. A Mitigation Monitoring and Reporting Program (Attachment 4) has also been prepared to ensure implementation of the adopted mitigation measures. Together, the Specific Plan's development standards, infrastructure requirements, and environmental review provide a framework for addressing potential impacts associated with future development and protecting the public health, safety, convenience, and welfare of the City.

3. The subject property is physically suitable for the requested zoning district(s) and the anticipated land use development(s), **because the corridor is already established and existing and the proposed Specific Plan repeals and replaces the specific plans currently in place for the corridor**;

   Additional Response: The Specific Plan applies to an existing Highway 111 corridor containing developed properties as well as remaining development and redevelopment opportunities. Rather than applying identical development expectations throughout the corridor, the Specific Plan divides the area into twelve Planning Areas based on their respective conditions and planning objectives. The Specific Plan also evaluates the infrastructure serving the corridor. Section VIII identifies existing water, sewer, electrical, and natural gas facilities throughout the Planning Areas and identifies areas where connections or extensions would be necessary to serve future development. Accordingly, the Specific Plan does not assume uniform physical conditions throughout the corridor. Its Planning Area structure, development standards, infrastructure provisions, and identification of necessary utility extensions provide a framework for development based upon the conditions applicable to the individual portions of the Specific Plan area. No specific project is being proposed at this time, as development projects are proposed they will be reviewed to ensure they are physically suitable in terms of uses proposed, scale, scope and compatibility with neighboring properties/projects.

4. The proposed specific plan ensures development of desirable character which would be harmonious with existing and proposed development in the surrounding neighborhood, **because design criteria and regulations are established with the Specific Plan and are in conformance with the General plan**; and

   Additional Response: The Highway 111 Specific Plan establishes regulations and design guidance intended to ensure that future development and redevelopment are compatible with the character of the corridor and surrounding development. The Specific Plan establishes separate Planning Areas to address the differing development patterns, physical conditions, and planning objectives that exist along Highway 111. Section V establishes the permitted uses and development standards applicable to those Planning Areas, rather than applying a single development pattern throughout the entire corridor. Section VI further establishes plan-wide design guidelines applicable to development and redevelopment. These guidelines address architecture and placemaking, building design and materials, building height and mass, circulation and pathways, landscaping, lighting, signage, and walls, fences, and screening. Together, the Planning Area-specific regulations and plan-wide design guidelines provide the framework for evaluating the relationship of future development to existing and proposed development within and surrounding the corridor.

5. The proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA) and there would be no potential significant negative effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless findings are made in compliance with CEQA. **An EIR (SCH No. 2020069010) was prepared for the proposed Highway 111 Specific Plan Update. The environmental review process included preparation and circulation of an Initial Study and Notice of Preparation, a 30-day NOP public review period from June 8, 2020 through July 7, 2020, and a public scoping meeting on June 17, 2020. The Draft EIR was subsequently circulated for a 45-day public review period from January 27, 2022 through March 14, 2022, and a public informational workshop was held on March 9, 2022.**

   Comments received during the environmental review process were reviewed and considered, and responses to comments are included in the Final EIR. The Final EIR determined that identified potentially significant impacts would be reduced to less-than-significant levels with implementation of the required mitigation measures. The mitigation measures address aesthetics, air quality and greenhouse gas emissions, biological resources, cultural and tribal resources, geology and soils, hydrology and water quality, land use compatibility, noise, and public services.

The mitigation measures include requirements for landscaping, screening, and outdoor lighting to minimize visual impacts and protect surrounding properties; the use of low-emission construction equipment, emission control technologies, and construction practices to reduce air quality impacts; and energy-efficient site design to reduce greenhouse gas emissions. Biological resource measures include compliance with the Coachella Valley Multiple Species Habitat Conservation Plan, nesting bird surveys, burrowing owl surveys, and avoidance and minimization measures where applicable. Cultural and tribal resource measures require surveys where necessary, protection and evaluation of archaeological discoveries, and procedures for the treatment of human remains encountered during construction.

Additional mitigation measures address geotechnical hazards through site-specific investigations, grading and foundation requirements, and erosion and dust control measures. Hydrology and water quality measures require stormwater management, on-site retention or detention, water conservation, and best management practices to minimize runoff and pollutant discharge. Land use measures address compatibility between proposed development and surrounding uses, while noise mitigation requires acoustical studies for residential development to demonstrate compliance with applicable exterior and interior noise standards. Public services measures also provide for the evaluation of emergency access, fire protection, and other public safety considerations during development review.

A Mitigation Monitoring and Reporting Program (Attachment 4) has been prepared to establish the responsible parties, timing, and required actions for implementing and monitoring the mitigation measures. As specified in the MMRP, applicable mitigation measures are to be applied to individual development proposals submitted within the Specific Plan area. These measures provide a framework for addressing potential environmental impacts as future development and redevelopment occur throughout the Highway 111 corridor.

Because the Final EIR identifies significant and unavoidable impacts related to air quality and greenhouse gas emissions, a Statement of Overriding Considerations has been prepared pursuant to Section 15093 of the CEQA Guidelines. The Statement identifies public benefits associated with implementation of the Specific Plan, including sustainability in land use and development, improved development standards and guidelines, infill development, expanded residential and commercial opportunities, and economic benefits associated with shopping, dining, entertainment, and increased tax revenues. The Statement finds that each of these benefits, separately and individually, outweighs the significant and unavoidable environmental impacts identified in the Final EIR. The final determination is to be made by the City Council.

B. The specific plan shall be approved by ordinance, or by resolution of the council, in compliance with state law (Government Code Section 65453).

The Planning Commission is considering a resolution recommending approval of the Highway 111 Specific Plan Update and associated actions to the City Council. Final action on the Specific Plan will be taken by the City Council through adoption of an ordinance approving the Highway 111 Specific Plan and repealing and replacing the existing East and West Highway 111 Specific Plans. The associated EIR certification, General Plan Zoning Map Amendment, and General Plan Amendment will also be considered by the City Council through the respective resolutions.

Attachments

Attachment 1 - Aerial

Attachment 2 - Public Hearing Notice

Attachment 3 - Final EIR

Attachment 4 - MMRP

Attachment 5 - Notice of Determination

Attachment 6 - Independent City Attorney Analysis

Attachment 7 - PC Resolution

Attachment 8 - EIR CC Resolution

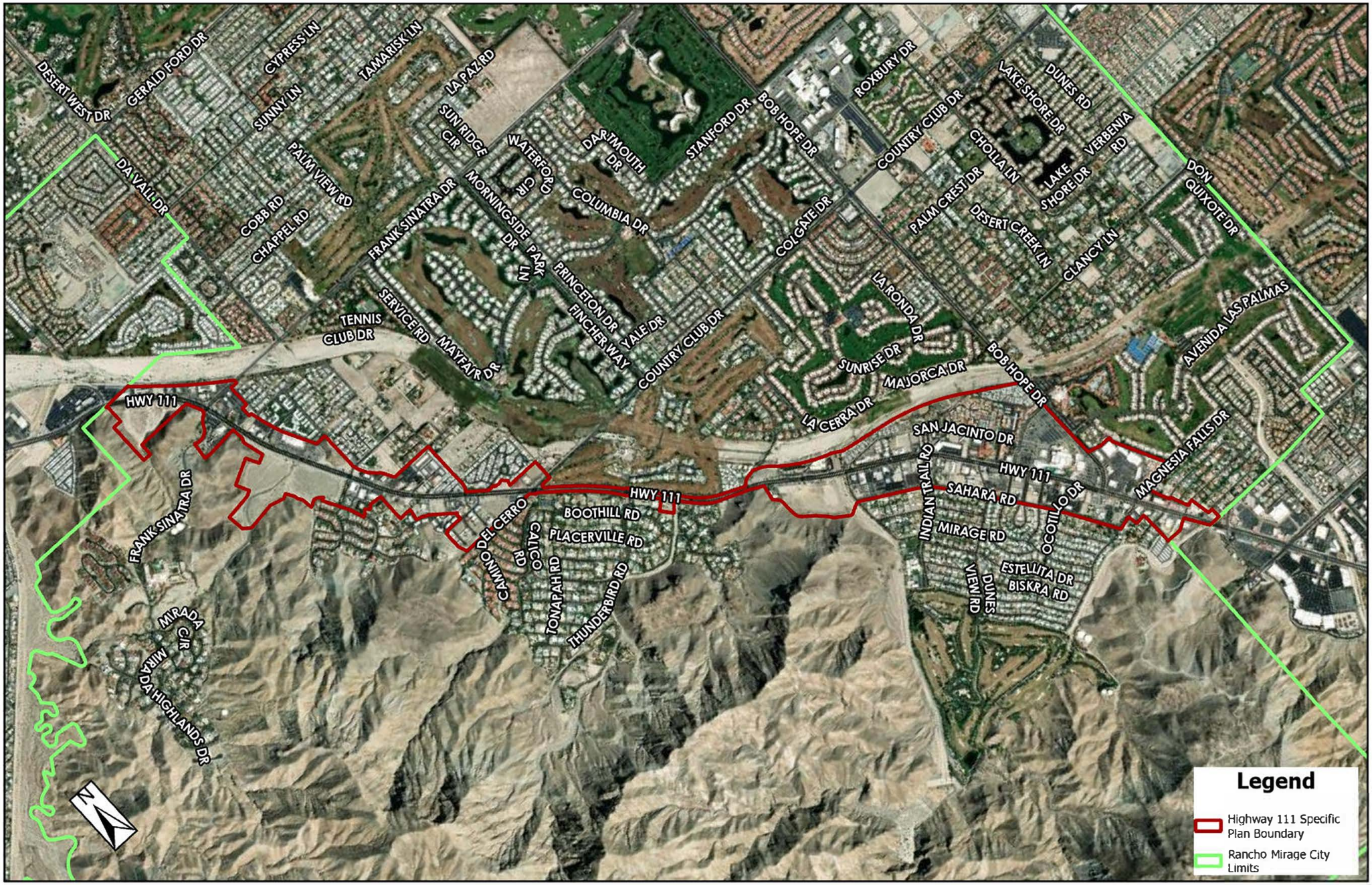
Attachment 9 - GPA GPZMA CC Resolution

Attachment 10 - SP Ordinance

Attachment 11 - Highway 111 Specific Plan

ATTACHMENT 1

HIGHWAY 111 SPECIFIC PLAN
AERIAL



ATTACHMENT 2

CITY OF RANCHO MIRAGE

Planning Division
69-825 Highway 111
Rancho Mirage, CA 92270
Planning@RanchoMirageCA.gov
(760) 328-2266

PUBLIC HEARING NOTICE

PLANNING COMMISSION MEETING
Thursday, October 22, 2026 – 2:00 p.m.

Environmental Impact Report Case No. EIR20001, General Plan Amendment Case No. GPA20001, General Plan Zoning Map Amendment Case No. GPZMA20001and Specific Plan Case No. SP20001

Applicant: City of Rancho Mirage

Request: Consideration of the Highway 111 Specific Plan Update, which consolidates, updates, modifies the boundaries of, and repeals and replaces the previously adopted East and West Highway 111 Specific Plans and establishes updated land use designations and development standards for 12 planning areas along the Highway 111 corridor. The Specific Plan will guide future development and redevelopment and support a diverse mix of retail, restaurant, hotel, office, residential, and cultural uses along the corridor.

Location: The approximately 472-acre project area extends along the entire length of Highway 111 through the City and is generally bounded by the Whitewater River to the north and the foothills of the Santa Rosa Mountains to the south.

NOTICE IS HEREBY GIVEN that a Public Hearing will be held before the City of Rancho Mirage PLANNING COMMISSION RE: consideration of the above referenced application pursuant to Rancho Mirage Municipal Code Title 17 and applicable law. An Environmental Impact Report (EIR) was prepared for the proposed Highway 111 Specific Plan Update pursuant to the California Environmental Quality Act (CEQA). Following final action by the City Council, a Notice of Determination may be filed with the County of Riverside.

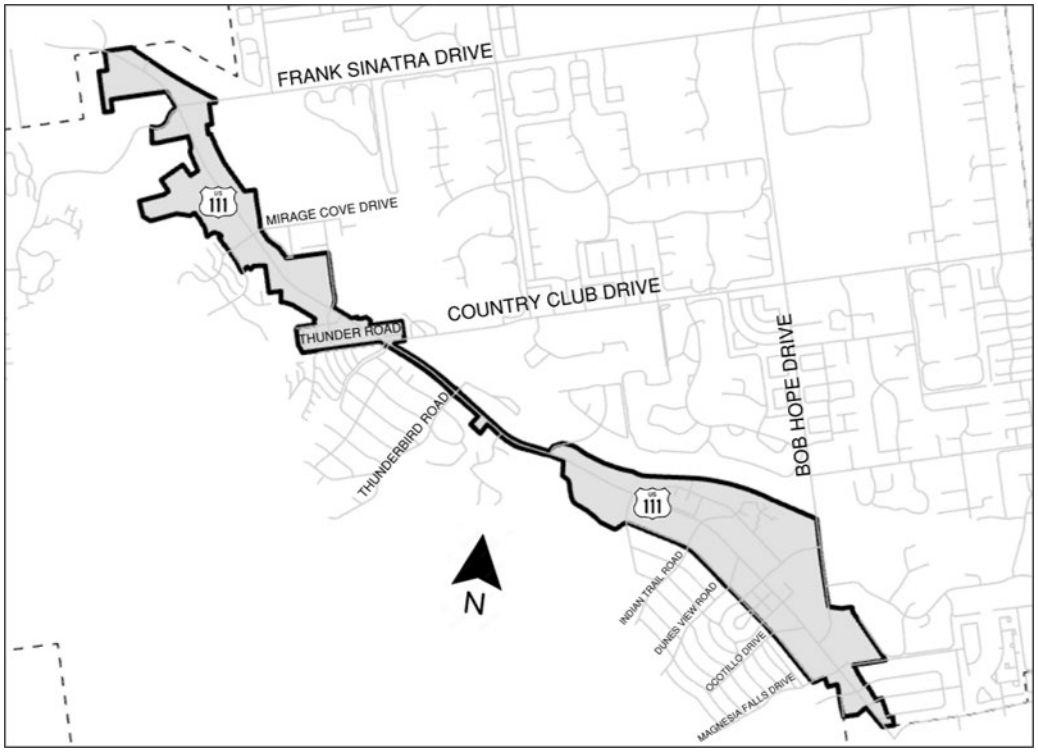
The Public Hearing will be held on October 22, 2026, at 2:00 p.m., in the Council Chamber, 69-825 Highway 111, Rancho Mirage, California, at which time and place pertinent testimony will be heard. The file, including all environmental information, is available for public inspection at City Hall, Monday through Friday, between 8 a.m. and 5 p.m., and will be posted on the City's website with the publication of the Planning Commission Agenda, to be posted at least 72 hours prior to the meeting.

Written testimony may be submitted to the City Clerk via email to CityClerk@RanchoMirageCA.gov, or mailed to City of Rancho Mirage, ATTN: City Clerk,

69-825 Highway 111, Rancho Mirage, CA 92270. Written testimony must be received no later than 11:00 a.m. on the day of the hearing to be considered by the Planning Commission.

GOVERNMENT CODE § 65009 NOTICE: If you challenge this proposed activity in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the Planning Commission sufficiently prior to the Public Hearing to enable its consideration by them.

Vicinity Map (Not to Scale)



ATTACHMENT 3

FINAL ENVIRONMENTAL IMPACT REPORT (SCH # 2020069010)

FOR THE

CITY OF RANCHO MIRAGE HIGHWAY 111 SPECIFIC PLAN

Prepared for

City of Rancho Mirage
Development Services Department
69825 Highway 111
Rancho Mirage, CA 92270

Prepared by

Terra Nova Planning & Research, Inc.®
42635 Melanie Place, Suite 101
Palm Desert, CA 92211

October 2026

FINAL
ENVIRONMENTAL IMPACT REPORT
(SCH # 2020069010)

FOR THE

CITY OF RANCHO MIRAGE
HIGHWAY 111 SPECIFIC PLAN

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B. Desert Sands Unified School District (Patrick Cisneros)

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J. Southwest Regional Council of Carpenters (SWRCC) (Naira Soghbatyan)

RANCHO MIRAGE HIGHWAY 111 SPECIFIC PLAN

FINAL ENVIRONMENTAL IMPACT REPORT

1.0 INTRODUCTION TO THE FINAL EIR

1.1 Introduction

The Final Environmental Impact Report (FEIR) consists of the Draft EIR (DEIR), comments received during the public comment period, and responses to those comments. The City of Rancho Mirage has prepared this EIR to evaluate the potential environmental impacts related to the implementation of the Highway 111 Specific Plan and related Environmental Impact Report Case No. EIR20001, General Plan Amendment Case No. GPA20001, General Plan Zoning Map Amendment Case No. GPZMA20001and Specific Plan Case No. SP200001 (Project). The City is the lead agency under the California Environmental Quality Act (CEQA) for the Project.

The EIR has been prepared in accordance with CEQA (as amended) (Public Resources Code §§21000-21189.3) and the 2022 State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, §§15000-15387). Under State CEQA Guidelines §15121 (Informational Document):

a) *An EIR is an informational document which will inform public agency decision makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.*

b) *While the information in the EIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the EIR by making findings under Section 15091 and if necessary by making a statement of overriding consideration under Section 15093.*

c) *The information in an EIR may constitute substantial evidence in the record to support the agency's action on the project if its decision is later challenged in court.*

According to State CEQA Guidelines §15089 Final Environmental Impact Report:

a) The Lead Agency shall prepare a Final EIR before approving the project. The contents of a Final EIR are specified in Section 15132 of these Guidelines.

b) Lead Agencies may provide an opportunity for review of the Final EIR by the public or by commenting agencies before approving the project. The review of a Final EIR should focus on the responses to comments on the Draft EIR.

1.2 Organization of the Final EIR

In accordance with State CEQA Guidelines the Final EIR consists of three sections presented in one volume:

Section 1 – Introduction. This chapter provides an introduction and summarizes CEQA requirements for preparation of responses to substantive public comments on the DEIR.

Section 2 – Response to Comments. This chapter includes comments received during the public comment period and the City's response to each comment. Master Responses, if any, are used to address issues that were frequently cited in the comments on the DEIR.

Chapter 3 – Comment Letters The ten (10) DEIR comment letters responded to in Section 2.0 are reproduced here in their bracketed form.

1.3 Draft EIR Public Review Period

The public comment period for the DEIR began on January 27, 2022, with the distribution of the DEIR and Notices of Availability by the City to public agencies, utilities, individuals who had expressed an interest and others, in accordance with CEQA and CEQA Guidelines. In addition, a notice was published in the Desert Sun newspaper. Copies of the DEIR were also made available at the following locations:

Rancho Mirage City Hall 69825 Highway 111 Rancho Mirage, California, 92270	Rancho Mirage Public Library 71100 Highway 111 Rancho Mirage, CA, 92270

Rancho Mirage circulated the Notice of Completion/Notice of Availability and included a DVD-copy of the DEIR (and Draft Specific Plan) to various federal, state and local agencies; California State Clearinghouse; Riverside County Clerk; utilities; individuals; and interest groups. Copies of the DEIR were also made available at the Rancho Mirage City Hall and on-line at the City's website: https://ranchomirageca.gov/our-city/city-departments/planning/environmental-documents/.

On June 17, 2020, a public scoping meeting was held online due to COVID precautions, consistent with applicable law. A public workshop was also held at the Rancho Mirage Public Library on March 9, 2022, during the DEIR 45-day public review period. The City noticed these public meetings on the City website and in the Desert Sun newspaper in accordance with CEQA and CEQA Guidelines. Presentation on the Specific Plan update and DEIR were provided, followed by questions from and discussions with the attendees. Sign-up sheets were used to record attendees. Attendees were given comment cards to use if they chose to make comments and the public was invited to speak at the study sessions. Please see DEIR Appendix A documenting the scoping meetings.

The public comment period for the Draft EIR closed on March 14, 2022. During the 45-day public review period, the City received a total of ten (10) comment letters/emails from individuals, labor union representatives and public agencies. Comments were received on both the proposed Specific Plan update and the DEIR, included emails and other written comments. The ten comment letters/emails were assigned a letter and bracketed (see Section 3.0). Responses to comments are provided in Section 2.0 Response to Comments.

1.4 Certification and Project Selection Process

The City Council of Rancho Mirage will hold a public meeting in 2026 (hearing date pending) in the City Council chamber, located at 69825 Highway 111, Rancho Mirage, CA 92270 to consider certification of the Final EIR.

In order to certify the Final EIR, the City must find that:

a) The Final EIR has been completed in compliance with CEQA;

b) The Final EIR was presented to the decision-making body of the lead agency and that the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the Project; and

c) The Final EIR reflects the Lead Agency's independent judgment and analysis. (CEQA Guidelines §15090a).

If the City certifies the Final EIR, it would then consider Specific Plan Project approval.

1.5 Consideration of Recirculation

If significant new information is added to an EIR after public review the lead agency may be required to recirculate the revised document (CEQA Guidelines Section 15088.5). "Significant new information" includes, for example, a new significant environmental impact or a substantial increase in the severity of an impact. New information is not considered significant unless the document is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the proponent has declined to implement.

Under the standard found in CEQA Guidelines Section 15088.5, no significant new information has been added to this EIR after public notice was given of the availability of the DEIR for public review. Therefore, CEQA does not require recirculation of the DEIR.

RANCHO MIRAGE
HIGHWAY 111 SPECIFIC PLAN
FINAL
ENVIRONMENTAL IMPACT REPORT

2.0 RESPONSE TO COMMENTS

2.1 Introduction

The Response to Comments on the DEIR for the Highway 111 Specific Plan Update Project has been prepared in accordance with Sections 15088, 15089 and 15132 of the California Environmental Quality Act (CEQA) Guidelines. This Section of the Final EIR provides verbatim restatement of comments and corresponding responses to each comment. These represent all comments on the Draft EIR from agencies and other interested parties warranting a response under CEQA and CEQA Guidelines.

2.2 Response to Comments

The following comments were received on the DEIR transmitted to various public agencies and interested parties and warranting a response under CEQA and CEQA Guidelines. These comments concern aspects of the DEIR, including clarification of information, adequacy of mapping, data and analysis, methods of mitigation and similar issues. Each letter and email is assigned a letter designation and each comment is bracketed on the right-hand side with a corresponding number to signify the comment number. Each complete letter/email is included in Section 3. In Section 2.0 comments are cited verbatim for each respondent followed by a corresponding response.

A. California Department of Fish & Wildlife (City of Rancho Mirage, March 11, 2022 (Scott Wilson))

Comment A-1 The California CDFW of Fish and Wildlife (CDFW) received and reviewed the Draft Environmental Impact Report (DEIR) from the City of Rancho Mirage for Highway 111 Specific Plan (Project), State Clearinghouse No. 202069010, pursuant the California Environmental Quality Act (CEQA) statute and guidelines1 [sic]. Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish, wildlife, plants, and their habitats. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may need to exercise its own regulatory authority under the Fish and Game Code (Fish & G. Code).

Response A-1 Comment noted.

Comment A-2 CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Fish & G. Code, § 1802.). Similarly, for purposes of CEQA, CDFW provides, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW may also act as a Responsible Agency regarding any discretionary actions under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381, such as the issuance of a Lake or Streambed Alteration Agreement (Fish & G. Code Sections 1600 et seq.), a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (Fish & G. Code Sections 2080 and 2080.1) and/or for administering the Natural Community Conservation Planning Program (NCCP). CDFW also administers the Native Plant Protection Act, Natural Community Conservation Program, and other provisions of the Fish and Game Code that afford protection to California's fish and wildlife resources.

CDFW issued Natural Community Conservation Plan approval and take authorization in 2008 for the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), as per Section 2800, et seq., of the California Fish and Game Code. The CVMSHCP established a multiple species conservation program to minimize and mitigate habitat loss and the incidental take of covered species in association with activities covered under the permit. CDFW is providing the following comments as they relate to the project's consistency with the CVMSHCP and CEQA.

Response A-2 Comment noted.

Comment A-3 **PROJECT DESCRIPTION SUMMARY** *Project Location.* The Project site is located in the Coachella Valley region of central Riverside County. The planning area occurs in portions of: Section 34, T4, R5E; Sections 2, 3, 11, 12, 13, T5S, R5E; and Section 18, T5, R6E, SBB&M (see USGS Cathedral City and Palm Desert 7.5-minute quadrangle maps). The proposed Specific Plan planning area includes numerous parcels and is divided into 12 planning areas (see Exhibit 3A and 3B of the DEIR). Its limits are defined by topography, drainage features and corporate city limits, and includes the full length of Highway 111 as it passes through the City of Rancho Mirage.

Project Description
The Project consolidates, updates, expands, and replaces the previously adopted East and West Specific Plans and revises the land use plan, including some land use designations, acreages, and residential densities. The new plan sets forth development standards and guidelines in the context of 12 planning areas. Within the boundaries of the Specific Plan 12 distinct planning areas (PAs) have been designated (PA-1, PA-2, etc.). In some cases, sub-areas are delineated and discussed and are designated as with PA-1a, PA-1b, etc. While the delineation of planning areas is somewhat arbitrary, the purpose was to include separate but related parcels and uses. Exhibits 1-3 through 1-6 of the DEIR show the locations of the 12 PAs and proposed land uses.

Response A-3 Comment noted.

Comment A-4 **Mitigation Measures for Project Impacts to Biological Resources** *Coachella Valley MSHCP Implementation.*
CDFW appreciates that the DEIR specifies the City of Rancho Mirage will implement the CVMSHCP through participating in the Joint Project Review process (JPR) for any future developments located within a CVMSHCP Conservation Area and implementing Land Use Adjacency Guidelines for future developments located adjacent to a Conservation Area. Two planning areas, PA-2 and PA-7 are located within or adjacent to the Santa Rosa and San Jacinto Mountains Conservation Area. The Santa Rosa and San Jacinto Mountains Conservation Area provides essential habitat for Peninsular bighorn sheep. In addition to participating in the JPR process and implementing the Land Use Adjacency Guidelines, the CVMSHCP has required measures for this conservation area including Conservation Goals and Objectives (Section 4.3.21), Covered Species Conservation Goals and Objectives (Section 9 of the CVMSHCP), and Required Avoidance, Minimization and Mitigation Measures (Section 4.4).

For an example of implementing a required measure, consider Required Measure 11 in the Santa Rosa and San Jacinto Mountains Conservation Area (Section 4.3.21) which includes the construction of an 8-foot fence to prevent bighorn sheep from foraging or watering on the project site and prevent unauthorized human access. Both PA-2 and PA-7 are located within or adjacent to the Santa Rosa and San Jacinto Mountains Conservation Area; therefore, for future developments within PA-2 and PA-7, the City should review fencing infrastructure for projects and ensure fencing requirements in Required Measure 11 are met. The City should ensure each required measure for the Santa Rosa and San Jacinto Mountains Conservation Area is addressed in PA-2 and PA-7.

Lastly, CDFW recommends that for projects subject to the JPR process, the JPR is completed before implementation of CEQA.

CDFW recommends that the City revise the DEIR to indicate that if future development in PA-2 or PA-7 are located within the Conservation Area, the City and future development will also implement all CVMSHCP required measures. CDFW requests the incorporation of the following measures to into the DEIR regarding CVMSHCP implementation:

BIO-[XX]: For future developments located within or adjacent to the Santa Rosa and San Jacinto Mountains Conservation Area, the City of Rancho Mirage and project proponent shall comply with all Required Measures for the Santa Rosa and San Jacinto Mountains Conservation Area (Section 4.3.21), Covered Species Conservation Goals and Objectives (Section 9), and Required Avoidance, Minimization and Mitigation Measures (Section 4.4) of the Coachella Valley Multiple Species Habitat Conservation Plan.

Response A-4 Comment noted. Section 2.5 of the Draft EIR already addresses the issue raised by the commentator. The relationship of the Specific Plan planning area to the adjacent Conservation Areas are discussed in detail in Section 2.5. The Specific Plan requires full compliance with the Land Use Adjacency Guidelines of the CVMSHCP. The effect of the Draft EIR discussion and mitigation measures is essentially the same as the recommended measure. Nonetheless, the following is hereby added as Mitigation Measure BIO-5 of the EIR:

"BIO-5: For future developments located within or adjacent to the Santa Rosa and San Jacinto Mountains Conservation Area, the City of Rancho Mirage and project proponent shall comply with all Required Measures for the Santa Rosa and San Jacinto Mountains Conservation Area (Section 4.3.21), Covered Species Conservation Goals and Objectives (Section 9), and Required Avoidance, Minimization and Mitigation Measures (Section 4.4) of the Coachella Valley Multiple Species Habitat Conservation Plan."

Comment A-5 *Peninsula Bighorn Sheep.* CDFW requests that the DEIR is revised to indicate that PA-2 and PA-7 are located within or adjacent to Essential Habitat for Peninsula bighorn sheep. As indicated in the DEIR, Peninsular bighorn sheep are classified as Fully Protected Mammals (Fish & G. Code Section 4700). Fully Protected Mammals may not be taken or possessed at any time and no licenses or permits may be issued for their take except for necessary scientific research, including efforts to recover fully protected species (Fish & G. Code Section 4700). Although Peninsular bighorn sheep are included in the list of Covered Species under the CVMSHCP, take of this species is not authorized in the CVMSHCP and is prohibited by the California Fish and Game Code. The CDFW NCCP permit identifies that all covered activities of the CVMSHCP must avoid actions that will result in violations of the fully protected species provisions. Therefore, implementation of the measures set forth in the CVMSHCP should be fully complied with to avoid take of Peninsular bighorn sheep. CDFW requests that the DEIR is revised to indicate that consistency with the CVMSHCP is required to ensure that take of Peninsular bighorn sheep is avoided for future developments in PA-2 and PA-7.

CDFW requests the incorporation of the following measures to avoid take of Peninsular bighorn sheep:

BIO-[XX]: The City of Rancho Mirage and future developments in Planning Area 2 and Planning Area 7 shall demonstrate consistency with the Coachella Valley Multiple Species Habitat Conservation Plan to ensure that no take of Peninsular bighorn sheep shall occur through either the construction or operations of future developments.

Response A-5 Comment noted. Reviewing available mapping, it appears that a limited, mountainous portion of PA-7 and a small hillside portion of PA-2a were designated by the US Fish and Wildlife Service as *Essential Habitat* for PBS. Section 2.5.5 of the DEIR identified PBS as a fully protected species under California F&G Code. As further explained by your comments, a fully Protected Mammal such as PBS may not be taken or possessed at any time and no licenses or permits may be issued for their take except for necessary scientific research, including efforts to recover fully protected species (Fish & G. Code Section 4700). The CVMSHCP does not provide "take" for this species. It is also understood that implementation of the Specific Plan must avoid actions that will result in violations of the fully protected species provisions.

The City's role and responsibilities as a "Permittee" under the Plan are explained in detail in Section 2.5. Mitigation measures particularly relevant to implementation of the CVMSHCP include Bio-1 and Bio 2. As required by CEQA, for projects implementing the subject Specific Plan, a determination of consistency with the CVMSHCP will be analysed. Mitigation Measure BIO-1 states:

> *"BIO-1 Applicants will be required to pay the CVMSHCP development mitigation fee to mitigate for impacts to Covered Species and natural communities within the plan area but outside of mountains Conservation Area. Any Project activities inside Conservation Area would subject to the Joint Project Review process to determine consistency with plan goals and objectives."* (DEIR p.2.5-10)

The effect of the Draft EIR discussion and mitigation measures is essentially the same as the recommended measure. Nonetheless, the following mitigation measure is added as Mitigation Measure BIO-6 to further ensure avoided take of Peninsular bighorn sheep:

"BIO-6: The City of Rancho Mirage and future developments in Planning Area 2 and Planning Area 7 shall demonstrate consistency with the Coachella Valley Multiple Species Habitat Conservation Plan to ensure that no take of Peninsular bighorn sheep shall occur through either the construction or operations of future developments."

Comment A-6 *Lake and Streambed Agreement.* CDFW requires notification for work undertaken in or near any river, stream, or lake that flows at least episodically, including ephemeral streams, desert washes, and watercourses with a subsurface flow. Fish and Game Code section 1602 states, "An entity may not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, unless" certain conditions are met. Upon receipt of a complete notification, the CDFW determines if the activities may substantially adversely affect existing fish and wildlife resources.

The DEIR indicates that no riparian or wetland habitat is located with the Project planning area (pg. 2.5-8). Based on review of aerial imagery and materials submitted with the DEIR, it appears there are streams subject to Fish and Game Code section 1600 et seq., on both PA-1 and PA-2. Within PA-1, there is evidence of a stream, including erosion and scour, along the western edge of the canyon. Within PA-2, there are several water conveyance structures capturing streams emerging from the foothills to the west. If impacts to streams in PA-1 or PA-2 are anticipated through future developments, the CDFW requests that the Project proponent(s) submit a Notification of Lake or Streambed Alteration.

Further, the Coachella Valley Stormwater Channel (CVSC) is also a stream subject to Fish and Game Code section 1600 et seq. The CVSC provides foraging, refugia, and burrowing habitat to a number of species and is an important wildlife corridor. Several Project areas are located adjacent to the CVSC and have the potential to cause direct or indirect impacts on this stream. CDFW requests that any future developments that may substantially divert or obstruct the natural flow, or change or use materials from the bed, channel, or bank of a river, stream, or lake submit a Notification of Lake or Streambed Alteration.

CDFW requests the incorporation of the following measures to avoid, minimize, and mitigate for impacts to fish and wildlife resources subject to Fish and Game Code section 1600 et seq.:

BIO-[XX]: Future developments in Planning Area 1 or Planning Area 2, or future developments that may substantially divert or obstruct the natural flow, or change or use materials from the bed, channel, or bank the Coachella Valley Stormwater Channel or other river, stream, or lake shall submit a Notification of Lake and Streambed Alteration to the California Department of Fish and Wildlife.

Response A-6 Comment noted. It is understood that if future proposed development may substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel or bank of jurisdictional waters, a streambed alteration agreement may be required. Depending on how tributary flows are proposed for management, development in PA-1a may require regulatory permits from CDFW and possibly the US Army Corps of Engineers. Constructed channels, culverts and lines within PA-2a are not expected to be impacted by future site development. However, in the event such impacts appear possible development proponents will be encouraged to confer with state and/or federal regulators before proceeding with project planning and design.

Nonetheless, the following mitigation measure is hereby incorporated as Mitigation Measure BIO-5 in the Final EIR.

"BIO-5: Future developments in Planning Area 1 or Planning Area 2, which have the potential to alter and/or divert natural upstream mountainous flows, or change or use materials from the bed, channel, or bank of the Coachella Valley Stormwater Channel or other river, stream, or lake shall submit a Notification of Lake and Streambed Alteration to the California Department of Fish and Wildlife."

Comment A-7 CDFW appreciates the opportunity to comment on the Highway 111 Specific Plan Project to assist in identifying and mitigating Project impacts on biological resources. CDFW personnel are available for consultation regarding biological resources and strategies to minimize impacts. CDFW requests that the City of Rancho Mirage address the CDFW's comments and concerns prior to adoption of the EIR.

Questions regarding this letter or further coordination should be directed to Jacob Skaggs, Environmental Scientist, at jacob.skaggs@wildlife.ca.gov.

Response A-7 Comment noted.

B. Desert Sands Unified School District (Patrick Cisneros)

Comment B-1 Please be advised, all actions toward residential and commercial development will potentially result in an impact on our school system. The District's ability to meet the educational needs of the public with new schools has been seriously impaired in recent years by local, state, and federal budgets that have an impact on the financing of new schools.

As you are aware, there is a school mitigation fee that is currently collected on all new development at the time building permits are issued.

Response B-1 Comment noted. The Draft EIR discusses the *Leroy Greene School Facilities Act* and the associated school development impact fees collected by school districts, including DSUSD (DEIR 2.14.3). The school impacts discussion states, "Pursuant to SB 50, PSUSD can collect school impact fees as new development occurs. These fees would serve to fund additional school resources. Impacts would be less than significant pursuant to SB 50."

C. G. Chaise Nunnally

Comment C-1 The value in preserving open green space. The stretch of Highway 111 between Frank Sinatra Drive and Country Club Drive offers some of the most striking west-facing mountain views in the City. This section of highway also includes long stretches of undeveloped open space. The Specific Span shows parcels (PA-2 and PA-3) along this stretch to be designated for mixed use (commercial/office/residential) and general commercial, respectively.

Another similarly lovely west-facing stretch is parcel (PA-7) across from the public library. The Specific Plan also shows this land to be designated for mixed use (commercial/office/residential) development.

One of the most amazing qualities of Rancho Mirage is its striking surrounding natural beauty. Also impressive is the lovely aesthetic one experiences driving along 111. The development and landscaping are thoughtful, cohesive and uncluttered, reflecting the sense of what make us a well-managed and planned City. It's also what makes Rancho Mirage so distinctively different from neighboring desert cities.

That said, I think it's important to consider the value of maintaining open green space on Highway 111, particularly along the parcels mentioned above. Every stretch of available land may not need to be or should be developed on Highway 111. Having beautiful undeveloped bands of green space in some places is just as valuable to the look and feel of our city as future commercial or residential development. Perhaps some of these spaces can be designated as parks or just as scenic nature preserves/reserves.

Response C-1 Comment noted. The Highway 111 Specific Plan provides comprehensive landscape guidelines and also encourages enhancements along the Highway 111 right of way and elsewhere in the planning area.

D. Clock Investments, LLC

Comment D-1 We write to you, as City of. [sic] Rancho Mirage manager and representative, to express our strong endorsement and support of findings and recommendations contained in the above-referenced Draft EIR dated Jan., 2022.

We especially are gratified to see the housing element and corridor 111 upgrades and improvements. Owners of eight (8) separate residential lots since 2002 in Thunderbird View Estates, we believe changes to general plan and zoning will result in more housing and much more tax revenues for Rancho Mirage.

Response D-1 Comment noted.

E. James Jenkins

Comment E-1 In my view we should be encouraging development that makes 111 more accessible to walking/biking/golf carts. I would most happily use 111 a lot more for walking/biking/carting if it was more accessible and traffic slowed down a bit. But right now it feels like walking alongside a highway not walking in a town and honestly a bit hazardous. 111 needs an more expanded sidewalks and more trees (perhaps in the middle) so traffic slows down a bit and to make RM feel more like a town, not just communities off a freeway. More clearly define pedestrian crossings would create a sense of a walking community too.

Response E-1 Comment noted.

Comment E-2 RM should have something much better and predominant to signal its entrance. I know there are already the RM signs but for example when you arrive e.g. in IW you really know it, with the palms near Cook or the resort waterfalls etc, are amazing and cement that community. RM needs something better to define it, so people know it's not just an area to speed through, but they have arrived at an area that is worth slowing down a tad and enjoying, and then paying attention to the businesses there.

Response E-2 Comment noted. The Specific Plan discusses limitations at the highway's entries to the City and considers opportunities for enhanced gateways on the west and east end of Highway 111 in Rancho Mirage. Prospective enhancements include additional landscaping.

Comment E-3 Trees, more trees and even more trees. Our landscaping along 111 is overall good but certain developments really let it down. Also we could do with more shade coverage to make it better for non car users. New development should be mandated not to just have 'acceptable' landscaping but exceptional landscaping and lighting plans. Could the city or Chamber of commerce work more with those existing businesses that could do with a spruce up and encourage them to do it. It would not be a lot of work for them and would make a difference. Making the palm trees a consistent line along 111 would be great - with less stop / starting.

Response E-3 Comment noted. Section VI.-C: Landscape Guidelines of the Highway 111 Specific Plan includes a comprehensive plant palette that includes a variety of native and drought-tolerant tree species. Planning for shade along pedestrian ways is also encouraged in the Specific Plan.

Comment E-4 I note the plan encourages exceptional architectural standards which I fully support. I think it is hard as architecture is always a bit subjective but I would love the city to bring in more eminent architects to act in advisory capacity for developers. We have so many talented architects in our community. For me, to be candid, even the renderings, while OK, are a tad generic. They could be anywhere to some extent, but they are most certainly better than what's there. Good design does not need to be way more expensive, and the more support given to developers in the area on this, the better the outcomes.

Response E-4 Comment noted.

Comment E-5 more [sic] historical landmarking of commercial structures of merit, should be done. Better lighting plans for these buildings would be great too. It's wonderful to see good architecture lit up well.

Response E-5 Comment noted.

Comment E-6 no [sic] more car yards please (:

Response E-6 Comment noted.

Comment E-7 And no more big bill boards [sic] offering plastic surgery either please. The signage actually is better in RM than in many communities, but we really don't need big bill board [sic] signs. They detract and give a freeway feel, not an intimate community feel.

Response E-7 Comment noted.

Comment E-8 As a related point the architecture of the fire station on 111 is really awesome. Is it landmark? Despite being one of the most interesting architectural fire stations potentially in the country, the landscaping and surrounds make it feel not noteworthy as you can't see it clearly and the car park in front looks run down and lets it all down. A talented landscape designer and lighting designer could make that that station an additional center piece in the middle of our community with minimal extra effort.

Response E-8 Comment noted.

F. Sam Lipetz

Comment F-1 Please, hands off 111. Let traffic flow as designed and intended without bottlenecks. It flows very well with excellent access & egress to local businesses with adequate sidewalks and cross walks. Keep golf carts on golf courses as intended and where they and others are relatively safe. It's enough already with the CV Link debacle.

Response F-1 Comment noted.

G. Leon Pascucci

Comment G-1 I welcome a Master Plan for Highway 111 through Rancho Mirage. What I do not envision is a plan to slow vehicular traffic in favor of bicycles and pedestrians; most of us travel by car through our city and favor easy driving on daily tasks. Recreational travel by bikes or golf carts is already provided for throughout our city. From Frank Sinatra south to Country Club Drive is ideal for further commercial growth.

But let's plan for beauty: landscape and open space, maybe one quiet place like an oasis amidst commercial development. Furthering home furnishings offerings or galleries would be ideal as well as restaurants.

Response G-1 Comment noted.

H. Michael Schneider

Comment H-1 I don't understand why the city isn't using this opportunity to make Highway 111 more multimodal. Highway 111, as the spine of Rancho Mirage, deserves to feel more like a main street than a highway. Its lanes are dangerously wide which encourages unsafe speeding. It lacks sidewalks and shade trees on both sides of the street in most locations. It has no bike lanes, which both bikes and golf carts could use.

Response H-1 Comment noted.

Comment H-2 In planning for the next few decades of Highway 111, I urge the city to think beyond just the automobile. Let's add sidewalks with shade trees and curb level bike lanes on both sides. Let's narrow car lanes to slow down those that don't respect the speed limit. Let's create a safer, more enjoyable 111 that we'd like to spend time on instead of just travel through. We have to start planning beyond just the car to save our planet, and this project is a great way to start.

Response H-2 Comment noted.

I. Steve Scholl

Comment I-1 I am an avid cyclist, one who wears highly visible clothing and stops at traffic signals. A rule-follower. Over my past 40+ years of cycling I have noted marked improvements on roads all over the United States to make cycling safer. The section of Highway 111 in Rancho Mirage is ripe for similar improvements.

I whole-hearted agreed with RM's rejection of the CV Link. I think it is a poorly planned, overly expensive impediment to traffic flow on city streets.

However, Highway 111 is an ideal location to situate a cycling lane. My reference to a cycling lane, is just that, a painted solid line, demarcating it from the traffic lane. I think there is sufficient space for the lane, and if not, reducing traffic to two lanes in one direction from three would not hurt, especially if the speed limit were reduced.

Response I-1 Comment noted.

J. Southwest Regional Council of Carpenters (SWRCC) (Naira Soghbatyan)

Comment J-1 SWRCC expressly reserve the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal.App.4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

SWRCC incorporate by reference all comments raising issues regarding the environmental impact report ("**EIR**") submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the Project's environmental documentation may assert any issue timely raised by other parties).

Moreover, SWRCC request that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("**CEQA**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq*, and the California Planning and Zoning Law ("**Planning and Zoning Law**"), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

The City should require community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the- job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:
[A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:
. . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

Recently, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component" can result in air pollutant reductions.[2]

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to "promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions."[3]

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City "[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs, . . ."[4] In addition, the City of Hayward requires all projects 30,000 square feet or larger to "utilize apprentices from state-approved, joint labor-management training programs."[5]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:
People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[6]

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.[7] Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:
In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing." The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

Also, the City should require the Project to be built to standards exceeding the current 2019 California Green Building Code and 2020 County of Los Angeles Green Building Standards Code to mitigate the Project's environmental impacts and to advance progress towards the State of California's environmental goals.

Footnotes to SWRCC comment letter:

[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/ wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf.

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default- source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10.

[3] City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf.

[4] City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf.

[5] City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

[6] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs- housing.pdf.

Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT- 825.pdf.

Response J-1 Comment noted. The Specific Plan objectives include those that facilitate and enhance land use and economic synergies. The effort to better integrate a variety of housing within the Highway 111 planning area has many positive effects on sustainability efforts, including providing housing close to jobs and reducing the number of vehicle trips and trip length. Section III of the Specific Plan includes "Sustainability Principles" that include:

> *"H. Workforce and other multi-family housing in proximity to employment centers and efficient bus service."* (Specific Plan Section III.A.)

The Project is a Specific Plan of Land Use and will be implemented by a variety of development projects that are consistent with the Plan. As set forth in the Project Draft EIR, the 2019 Title 24 building energy efficiency standards became effective on January 1, 2020, furthering reductions in energy consumption in the State. The 2019 edition is the last of three updates to move California toward achieving the Zero Net Energy (ZNE) goal. The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential standards include the introduction of photovoltaic systems into the prescriptive package, improvements for insulated attics and walls, water heating, and lighting. The most significant efficiency improvements to the nonresidential standards include alignment with the ASHRAE 90.1 2017 national standards.

Title 24 also includes Part 11, the California Green Building Standards (CALGreen). The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, and State-owned buildings, as well as schools and hospitals. The 2019 CALGreen standards, effective on January 1, 2020, clarifies and updates many previously implemented regulations, including: Storm Water Pollution Prevention Plan; backlight, uplight and glare reference standards; showerhead flow rates; resilient flooring systems; Minimum Efficiency Reporting Value (MERV) ratings for air filters; and commissioning reference standards.

In addition, the City completed its Sustainability Action Plan: Leadership in Energy Efficiency (Sustainability Plan) in March 2013. The Sustainability Plan is a framework for the development and implementation of policies and programs that will reduce the City's emissions, working towards the Statewide target of 1990 levels by 2020, set by AB 32. The Plan suggests a number of

energy efficiency and other resource conservation measures with benefit and cost information, and the most relevant measures applicable to the proposed Project can be found in the "Where We Live (LIVE)", "Where We Work (WORK)", and "How We Build (BUILD)" spheres among the seven spheres defined for addressing major emission sources in daily life. These and associated sustainability principles have been integrated in the Highway 111 Specific Plan.

Comment J-2 THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. CEQA Guidelines § 15002(a)(1). "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR 'protects not only the environment but also informed self- government.' [Citation.]" *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal. App. 4th 1344, 1354 ("*Berkeley Jets")*; *County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810.

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets,* 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553; *Laurel Heights Improvement Ass'n v. Regents of the University of California* (1988) 47 Cal. 3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position.' A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" *Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added) (quoting *Laurel Heights,* 47 Cal. 3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA's information disclosure requirements presents a question of law subject to independent review by the courts. (*Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102, 131.) As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR

to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

B. Due to the COVID-19 Crisis, the District Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. PRC § 21083(b)(3); CEQA Guidelines § 15065(a)(4).

Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High- risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[8]

Southwest Carpenters recommend that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. Southwest Carpenters requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Southwest Carpenters' experience with safe construction site work practices, Southwest Carpenters recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.

Footnotes

[8] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/ covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.

- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[9]

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Southwest Carpenters has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.[10]

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

Footnotes

[9] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_ CPWR_Standards_COVID-19.pdf; Los Angeles County

Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.
[10] For details concerning Southwest Carpenters's ICRA training program, *see* https://icrahealthcare.com/.

Response J-2 Comments noted.

Comment J-3 THE DRAFT EIR VIOLATES CEQA AS IT IS INCOMPLETE AND INACCURATE.

"An EIR is not a document of advocacy but of information." *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 738. The Draft EIR here does not pass muster under CEQA in many respects, since it misstates or understates critical information and does not provide good faith disclosures.

A. Project Description Is Not Accurate, Stable and Finite.

CEQA requires the EIR to provide a project description. "An EIR requires an "accurate, stable, and finite" project description. (*County of Inyo v. City. of Los Angeles* (1977) 71 Cal.App.3d 185, 193.) A project description must include the location and boundaries of the project, a statement of its objectives, and a general description of the project's technical, economic, and environmental characteristics, but should not supply "extensive detail beyond that needed for evaluation and review of the environmental impact." (CEQA Guidelines § 15124.) A description may be inadequate if, for example, it omits substantial, integral elements of a project, or is internally contradictory. (*Santiago County Water Dist. v. County of Orange* (1981) 118 Cal.App.3d 818, 829; *San Joaquin Raptor Rescue Ctr. v. County of Merced* (2007) 149 Cal.App.4th 645, 655.)

The Draft EIR is misleading and inaccurate as it misstates and understates the Project's proposed density increases and scope or provides incomplete information about it, which, in turn, taints the entire EIR and its impacts/mitigation analysis.

Critically, the DEIR is not accurate, stable or finite as to the proposed or ultimate *density* increase under the Project (or its Alternatives). Thus, under the Project, the Draft EIR estimates 1,176 unit-increase only. (DEIR, 2.10-7.) As compared with the no project amount of 130 units (DEIR, 2.10-5), this means an 805% increase in density. The Draft EIR does not clearly disclose this massive density *increase in percentage,* leaving it up to the public to make those calculations to understand the massive density increases under the Project or Alternatives and their impacts. In fact, the Draft EIR masks this huge density increase by claiming that the "No Project" Alternative 3 provides only 1/3 of the number of units proposed by the Project, where in fact it must be 1/9 (130 units in baseline vs. 1,176 units in proposed project). (*See* discussion at Section II.D, *infra* [Alternatives].) This omitted and/or misleading information about the Project's *general density increases* violates CEQA's good faith disclosure mandate about the scope of the project.

In addition, the Draft EIR *understates* the Project's proposed *scope* and *changes*. Thus, for example, based on the Draft EIR's baseline (environmental setting) and proposed project description, the increase of density, per various zoning designations, is from:

- 2 units/acre to 9 units/acre for Residential High Density Zoning (RH) (**350% increase**)
- 9 units/acre to 16-28 (or 34 units/acre with affordable component) for High Density Residential - Specific Plan (RH-SP) (**77%-211%**, or **278%** increase with affordable units)
- 9 units/acre to 16-28 (or 35 units/acre with affordable component) for Mixed Use (M-U) zoning[11] (see 72 potential units

÷ 8 acres of developable land in baseline vs. 1002 potential units ÷ 36 acres of developable land under the proposed project.)

DEIR, pp. 2.10-5 [current plan] & 2.10-7 [proposed project], p. 1-8 [M-U].

The Draft EIR *understates* the proposed scope and changes in the project description because:

1) the Draft EIR calculates the total increase of units under the Project (1,176 units increase) based only on the 28 units/acre count in High Density Residential – Specific Plan zoning (R-H/SP), whereas it discloses in a *different* section that the R-H/SP zoning may allow up to 34 units/acre, with the affordable housing component or overlay.

Footnote

[11] The Draft EIR does not explicitly mention density changes for M-U and requires the public "to ferret out" that information from other sections in the EIR, in further violation of CEQA. (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 659 ["The decisionmakers and general public should not be forced to sift through obscure minutiae or appendices in order to ferret out the fundamental baseline assumptions that are being used for purposes of the environmental analysis."]")

(DEIR, p. 1-8.) This omission is further critical since, per the Draft EIR, in Mixed Use (M-U) zoning the residential component will be based on HR-SP density (i.e., up to 34 units/acre) rather than capped at 0.35 Floor Area Ratio (FAR). (DEIR, p. 1-8.) In other words, the Draft EIR is understating the density increases in R- H/SP and M-U zones, because 28 units/acre may well turn into 34 units/acre; i.e., result in an additional 21% increase that is understated. This omission is also essential since both state law and municipalities are increasingly mandating inclusionary or affordable housing provisions in every project or, at a minimum, provide significant density bonus and incentives for projects with just a fraction of affordable units in order to incentivize developments with affordable housing. Thus, it is reasonably foreseeable that the R-H/SP and M-U zoning will in fact allow up to 34 units/acre, along with reasonably foreseeable future inclusionary zoning municipal or state law changes.

2) The Draft EIR's project description is inaccurate as it understates the scope of proposed changes by calculating density increase based solely on *vacant* or *undeveloped* land. (DEIR, pp. 2.10-5 & 2.10-7.) Yet, the Draft EIR is for a Specific Plan and proposes to upzone the entire West and East Specific Plans' areas (684± acres; DEIR, p. 3.5-1) – it is not just for the specific undeveloped or vacant parcels. Hence, it is reasonably foreseeable that the presently developed land may be redeveloped with the additional density. The Project's description needs to consider the reasonably foreseeable changes and all phases of the Project, including its planning and implementation: "'[a]ll phases of project planning, implementation, and operation must be considered in the initial study of the project' (Guidelines, § 15063, subd. (a)(1)), and an EIR must address all phases." (*City of Carmel-by-the-Sea, supra,* 183 Cal.App.3d at pp. 242–243, 227 Cal.Rptr. 899.)

   Factually and specifically, the EIR applied the 9 units/acre increase from 2 units/acre in R-H zone only to vacant lands; it also applied 28 or 34 units/acre increase from 9 units/acre in R-H/SP and M-U zone only to the "172 acres" of vacant undeveloped land vacant lands (DEIR, p. 3.5-1) and omitted the potential higher density developments on the remaining "374± acres of developed land, 138± acres of street right-of-way." (DEIR, p. 3.5-1.)

3) The Draft EIR's project description is inaccurate, as it calculates mixed-use zoning based on 60% commercial and 40% residential (e.g., DEIR, p. 2.10-7, fn. 6), which ratio may well change or fluctuate, especially where, as here, the Project will also allow for residential development in M-U zoning to have *its* own FAR based on H-R/SP zoning, *separate* from the commercial component capped by 0.35 FAR: "Residential development within a mixed-use project shall apply the R-H/SP densities of 16-28 du/ac., not the [0.35] FAR." (DEIR, p. 1-8.)

4) The Draft EIR's project description and proposed changes are also not finite or accurate since the Project allows for **density transfers** (e.g., from higher zoned places to lower zoned ones), which may add densities (DEIR, p. 1-9), and yet are not calculated or considered in the Project (or its Alternatives) description. (DEIR, pp. 2.10-5 & 2.10-7 [baseline and proposed project]; DEIR, pp. 3.10-3, 3.10-2, 3, 4, 5 [baseline and Alternatives 1-3].) This means some parcels that may yield additional density due to density transfers have not been calculated.

"By giving such conflicting signals to decisionmakers and the public about the nature and scope of the activity being proposed, the Project description was fundamentally inadequate and misleading." *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 655–656. An accurate description of the proposed project is "the heart of the EIR process." (*Sacramento Old City Assn. v. City Council* (1991) 229 Cal.App.3d 1011, 1023.) "An accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity. [Citation.]" (*McQueen v. Board of Directors* (1988) 202 Cal.App.3d 1136, 1143.) " 'A curtailed or distorted project description may stultify the objectives of the reporting process. Only through an accurate view of the project may affected outsiders and public decision- makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposal … and weigh other alternatives in the balance. An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR.'" (*Sacramento Old City Assn. v. City Council*, *supra*, at 1023.)

In sum, the Draft EIR's project description in terms of proposed density increases and proposed scope/changes is not accurate, stable, or finite, which taints the rest of the EIR analysis, including those of impacts.

Response J-3 Comment noted. Throughout the Specific Plan and DEIR, the maximum allowable density cited is 28 dwelling units per acre. This density range is assigned to residential components of Mixed-Use developments and to PA-4a. The commentator's confusion is based upon the Specific Plan provision that, under special circumstances, a developer may ask for up to 34 units per acre on lands that are designated R-H/SP under an *Affordable Housing Bonus Provision* pursuant to City Code Section 17.22. (DEIR Section 1.4)

However, this provision affects PA-4a, of which approximately 40% of this planning subarea is already developed. Net available acres were used to calculate all future residential densities. At 28 units per acre this planning area could theoretically yield up to 228 additional multi-family units. In the event a developer wished to develop affordable units at up to 34 units per acre, the net increase would be 49 units or a 21% increase in PA-4a. If such a request were made, additional CEQA analysis would be required to assess this option. Development in PA-4a at 34 units per acre will be discretionary and is not a permitted use by right anywhere in the Project planning area.

The commentator's math is difficult to follow and does not accurately characterize the DEIR presentation, land use projections or potential effects. The current Specific Plan could yield up to 458 dwelling units, while the proposed Project could yield up to 862 new dwelling units. The basis for residential density and non-residential square footage projections are clearly set forth in DEIR Section 1.4 and in various other sections of the DEIR, especially Section 2.10: Land Use/Planning, and Section 3: Project Alternatives and the land use tables and associated footnotes.

The commentator's confusion may also be attributed to conflating development density with project-wide changes in potential total number of dwelling units. The City has established precedent for residential densities as high as 28 units per acre. The proposed Project's substantial increase in potential dwelling units is attributable to the allowance of residential development on

lands designated Mixed-Use. Viewed appropriately, the density changes are substantially less than stated by the commentator and the overall increase on residential development in terms of maximum number of new units is 328±% rather than the 805% increase argued by the commentator.

The commentator further argues that the Draft EIR's project description and proposed changes are not finite or accurate since *"the Project allows for density transfers (e.g., from higher zoned places to lower zoned ones), which may add densities"*. (Emphasis added) This statement is misleading in that it does not acknowledge the need for additional CEQA analysis in such instances. In fact, the density transfer provision does not allow an overall increase in the number of dwelling units in the Project planning area.

Comment J-4 **B. The Project's Impacts/Mitigation Analysis and Discussion is Fatally Flawed Because of the Inaccurate Project Description.**

In view of the Draft EIR's incomplete, inaccurate and unstable project description (*see* Section II.A, *supra*), the discussion of project impacts and their mitigation is flawed *ab initio.* (*See Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 515-516; also *League to Save Lake Tahoe Mountain Area Preservation Foundation v. County of Placer* (2022)_____Cal.Rptr.3d____Cal.App.5th _____(Cal. Ct. App., Feb. 14, 2022, No. C087102) 2022 WL 442815, at *13 [whether the EIR's *discussion* of impacts is adequate is subject to a mixed standard of review, where the Draft EIR's compliance with statutory mandates or omission is reviewed *de novo*].)

In addition, the EIR's cumulative impacts analysis critically omits the cumulative impact of the Specific Plan's massive upzoning along with other large projects approved in the City, such as Section 31 Specific Plan, or reasonably foreseeable plans, now proposed *in the* City itself, such as Disney's Cotino project of "about 1,700 homes, 400 hotel rooms, some commercial buildings and a 24-acre swimmable lagoon that will be open to the public."[12]

The Draft EIR is critically flawed on its individual and cumulative impacts assessment because of the noted omissions. It must be updated to fully disclose and mitigate these individual and cumulative impacts.

Footnote

[12] See article on Disney's Cotino project, as officially announced in February of 2022 https://www.desertsun.com/story/news/local/rancho-mirage/2022/02/16/disney-storyliving-cotino-homes-building-rancho-mirage-club/6801192001/

Response J-4 Comment noted. With regard to the commentator's complaint regarding the project description, please see Response J-3, above. Regarding the adequacy of analysis of cumulative impacts, cumulative impacts were discussed in each environmental resource section following the description of project-specific impacts and mitigation measures. CEQA requires that an EIR contain an assessment of the cumulative impacts of a project when the project's incremental effect may be cumulatively considerable. As defined in State CEQA Guidelines §15065(a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. The nature of the Highway 111 Specific Plan Project lends itself to a cumulative impact analysis based on the regional plan approach. Guidance for cumulative impact analysis is provided in State CEQA Guidelines §15130, which states that:

- An EIR shall discuss cumulative impacts of a project when the Project's incremental effect is "cumulatively considerable" (i.e., the incremental effects of an individual project are considerable when viewed in connection with the effects of past, current, and probable future projects, including those outside the control of the agency, if necessary).

- An EIR should not discuss impacts that do not result in part from the Project evaluated in the EIR.
- A Project's contribution is less than cumulatively considerable, and thus not significant, if the Project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.
- The discussion of impact severity and likelihood of occurrence need not be as detailed as for effects attributable to the Project alone.

The focus of analysis should be on the cumulative impact to which the identified other projects contribute, rather than on attributes of the other projects that do not contribute to the cumulative impact.

Inasmuch as cumulative impacts were analyzed on a categorical basis and took into account other, future projects in Rancho Mirage and the effects of long-term development in the area on such areas as land use, traffic, air quality and GHGs, noise and other CEQA analysis categories, the regional approach to cumulative impacts analysis was deemed appropriate pursuant to CEQA and the CEQA Guidelines. (See DEIR Section 3.0)

Comment J-5 **C. The Project's Baseline Is Inaccurate.**

CEQA's first objective is to identify the impacts. *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 563–564; Guidelines §§ 15002, 15003(a). Without an adequate baseline, "analysis of impacts, mitigation measures and project alternatives becomes impossible." *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 953.

The Draft EIR's baseline is inaccurate, which – in addition to the inaccurate project description – also tainted the EIR and impacts analysis. (*See* Sec. II.D, *infra* [No Project Alternative/Baseline].)

Response J-5 The Draft EIR includes a detailed description of the existing conditions within the planning area and vicinity. These included current air quality data and information, existing natural and cultural resources on currently vacant lands, existing traffic volumes, existing hydrology and hydraulic conditions, vacant and developed lands, the current noise environment, and all other relevant areas of analysis. The implementation of the Highway 111 Specific Plan will occur over several years or over decades. Therefore, in some instances, such as regional traffic and air quality, analysis is also measured against projected future conditions including those reflected in regional buildout projections set forth in the Southern California Association of Governments' (SCAG's) 2045 regional transportation plan and related land use and demographic projections, and its list of transit service and road improvements expected to be in place by 2045. The Draft EIR provides context for the reader to understand the impacts discussed, and for the significance conclusions that are provided.

Comment J-6 **D. The Draft EIR's Discussion of Alternatives 1-2 and the "No Project" Alternative 3 and Baseline Violate CEQA.**

CEQA requires that "[a]n EIR shall describe a range of reasonable alternatives…." Guidelines § 15126.6(a). Guidelines § 15151 provides that sufficiency or adequacy of the EIR is evaluated for "adequacy, completeness, and a good faith effort at full disclosure." The description of alternatives in the Draft EIR is inadequate, incomplete and lacking in good faith effort at full disclosure.
The Draft EIR describes the Alternatives as follows:

- Alternative 1 – 672 unit-increase (Reduced Residential) (= 517% density increase)[13]
- Alternative 2 – 840 unit-increase (Increased commercial) (= 646% density increase)

- Alternative 3 (no project) – 130 unit-increase (= 0% increase) (DEIR, pp. 3.10-3 – 3.10-5.)

The Draft EIR's *chart* presenting the Project's environmental setting, or the *baseline,* is identical to the chart presenting the "No Project" Alternative 3. (DEIR, pp. 2.10-5 & 3.10-2.)

The Draft EIR does not accurately disclose to the public these density *increases* in the Alternatives as compared to the *baseline* to allow the determination of impacts, but rather analyzes percentage *decreases* comparing Alternatives 1-2 with the Project itself or increases/decreases as comparing Alternatives among themselves.

E.g., DEIR provides, in relevant parts:

"3.1.3. Alternative 1 – Reduced Residential Alternative

The primary **difference** between the **proposed Project** and **Alternative 1** is the approximately **33 percent reduction** in the number of potential residential units upon planning area buildout. It also results in a **modest (2%) increase** in potential commercial space and with a differing distribution between four commercial and office land use categories. The acreage dedicated to institutional and open space lands is essentially the same as the proposed Project. Table 3-1 breaks down the existing and potential land uses associated with Alternative 1.

3.1.4. Alternative 2 – Increased Commercial Alternative

Alternative 2 provides about **16% more residential potential** than **Alternative 1** but still **22.3% fewer** potential residential units than the proposed **Project**. Again, while the mix of commercial uses under the Alternative 2 scenario differs, this alternative results in a **modest (less than 1%) increase** in potential commercial and office space compare [sic] to Alternative 1. The most important difference is the substantial reduction in neighborhood commercial lands and increase in potential office space. In the overall, **Alternative 2** yields an **increase of about 4%** in potential commercial space compared to the **proposed Project**. Table 3-2 breaks down the existing and potential land uses associated with Alternative 2. 3.1.5.

Alternative 3 – "No Project" Alternative

The No Project alternative would assume that the existing East and West Highway 111 Specific Plans would remain in effect. The overall intensity of development and operations **would remain largely as they exist** today **but** upon buildout the planning area would provide **less than one-third** the number of **potential** residential units and a **7% increase in commercial and office** potential." DEIR, p. 3-3 (Emph. Added).

To the extent *all* Alternatives and their calculations of density/intensity increase have the same flaws as described in the project description (e.g., understated density in H- R/SP and M-U zoning, calculation of only vacant parcels) (Sec. II.A, *supra*), all Alternatives are flawed *ab initio*.

Footnote

[13] The DEIR does not disclose these density increases in percentages.

Response J-6 Please see Response J-1 and J-3, above, regarding the adequacy of the DEIR project description. Existing conditions and consequences associated with all the alternatives (current Specific Plans, the proposed Project and the other two alternatives) are discussed categorically and in detail in Section 2 and 3 of the DEIR.

Comment J-7 On a separate ground, the "No Project" Alternative 3 violates CEQA's statutory requirements and good faith disclosure mandates. The Draft EIR misleadingly notes only a 1/3 reduction in residential unit count when comparing it to the Project and further equivocates that with an ambiguous "**would remain largely as they exist** today **but** upon buildout the planning area would provide **less than one-third** the number of **potential** residential units and a **7% increase in commercial and office** potential." (DEIR, p. 3-3.) First, this description is vague and inconsistent: it states that the overall intensity will remain "largely" as they exist and also suggests a change (less than one-third the number of potential residential units and a 7% increase in commercial/office component). This change, however, is not reflected in the Draft EIR's chart for the "No Project" Alternative 3, as compared with the baseline. (DEIR, pp. 3.10-2 & 3.10-5.)

Second, the Alternative 3 ("No Project"), suggesting a change as compared to the baseline, violates CEQA. Unlike a physical development project – the "no project" alternative for a specific plan, as here, is the "continuation of the existing plan, policy or operation into the future Thus, the projected impacts of the proposed plan or alternatives would be compared to the impacts that would occur under the existing plan." Guidelines § 15126.6€(3)(A). *See also* Guidelines § 15126.6€(1) ("The no project alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is *identical* to the existing environmental setting analysis which does establish that baseline (see Section 15125)". Accordingly, as a matter of law, since the Project here is a specific plan, the "No Project" Alternative 3 must have been *identical* to the EIR's baseline rather than "largely remain as it [the plan] exists today" and should not have added any changes. Factually, the *description* of the "No Project" Alternative 3 is inaccurate since it suggests that Alternative 3 will produce one-third less density than the Project, where, in reality the 130 *new* potential unit-increase in Alternative 3 or Baseline (DEIR, pp. 3.10-2 & 3.10-5) is *one-ninth* of the 1,176 *new* potential increase under the Project (DEIR, 2.10-7 [1,176 units ÷ 130=9].) Stated otherwise, 1/3 decrease of new units in the Alternative 3 and Baseline as compared with the *new* potential 1,176 units under the Project is 392 new units, not 130 units, as represented in the Draft EIR for Alternative 3 or Baseline.

Since the "No Project" Alternative 3 and the Project's Baseline must be identical, the above-described discrepancies in the "No Project" Alternative 3 are applicable to the Baseline. Therefore, the EIR's baseline is also fatally flawed.

The noted discrepancies of the "No Project" Alternative 3 are in addition to the fact that – as compared with the Baseline (the continuation of the existing plan) – the Project proposes a number of other changes that can reasonably lead to more density; e.g., density transfers, calculation of FAR for the residential portion in mixed-use buildings *separate* from the 0.35 FAR for the commercial part, or the 60/40 ratio of commercial/residential components in mixed use development assumed in all calculations.

In light of mentioned inconsistencies, the Draft EIR does not have a "No Project" Alternative, in violation of CEQA. Pub. Res. Code 15126.6€. The Draft EIR's "No Project" Alternative 3 is not a genuine "no project" alternative, but just another type of *reduced* residential alternative, which – if described as such – can well be chosen by the decisionmakers and the public for approval. But because it is now listed as a "No Project" Alternative 3 and also because it is inaccurately or misleadingly presented in the Draft EIR, the Draft EIR does not list it as an environmentally superior alternative that the public or decisionmakers may ultimately choose. (See Guidelines § 15126.6€(2), DEIR, p. 3.18-1.)

In addition, the Draft EIR's conclusion that Alternative 1 is determined to be the *environmentally superior* one is not supported by the Draft EIR's findings, since – based on the EIR's own Table 3.18-1 – Alternative 1 will produce *more* impacts in various than Alternative 2. (DEIR, p. 3.18-1.)

In sum, because of the Draft EIR's failure to accurately describe and analyze Alternatives, including a genuine "No Project" Alternative, an environmentally superior alternative, the Draft EIR is fatally inadequate. The Draft EIR is also flawed for its inaccurate Baseline that violates CEQA's descriptions and forecloses accurate determination of Project impacts.

Response J-7 Comment noted. The commentator is fixated on the use of the expression "would remain largely as they exist" that is used to characterize the change in character along the Highway 111 corridor. While the expression is not precise, it serves to show that the overall character of the planning area will not change with the addition of more potential residential development.

Each alternative, including Alternative 3: No Project, was addressed categorically in Section 3.0 of the DEIR. An essential purpose of the alternatives analysis is to compare the potential impacts of the proposed Project against a reasonable range of alternatives. As discussed above, the baseline conditions are fully disclosed in the DEIR, including Section 3 discussions as a part of this comparison. As required by CEQA Guidelines (Section 15126.6), Section 3 sets forth the key objectives that this Project seeks to fulfill. CEQA requires the analysis of "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project" (Guidelines, Section 15126.6(c)).

Again, the commentator states that the consequences of implementing each of the alternatives is misrepresented. Inclusive in the Section 3 discussion are detailed land use tables each of which identified the current level of development and other conditions and circumstances along the planning corridor. These tables also quantify in an easy-to-read manner the consequences of implementing each alternative, including the potential number of additional dwelling units and square footage of other uses. There is neither ambiguity or obfuscation in the discussions, which are clear and easy to understand.

The commentator's inconsistency of complaint is most noteworthy in reference to the argument that the DEIR No Project Alternative is a characterization of the baseline, and thereby making that alternative equivalent to the baseline. As noted above, this is not a correct understanding of either CEQA or the subject DEIR. To further clarify, Section 15126.6€ of the CEQA Guidelines states:

> *"The specific alternative of 'no project' shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The no project alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline*."(Emphasis added)

Each discussion in the Section 3.0 alternatives analysis begins with a description of existing conditions and, where appropriate, refers the reader to Section 2 for additional information on existing conditions. The identification of an environmentally superior alternative was made based on the objectives of the Specific Plan and the changes associated with each. The commentator does not identify why they feel the environmentally superior determination is incorrect. Strictly speaking, gaining greater land use and transportation efficiencies alone serve as powerful arguments for superiority, as evidence by the high priority given to increased residential densities and reductions in vehicle trips and miles traveled.

Comment J-8 E. The Draft EIR's Air Quality/GHG/Hazards Impacts Analysis Is Inaccurate and Incomplete.

In view of the Projects'/Alternatives' understated scope and density increases, the Draft EIR fails in its air quality/GHG/hazards impact analysis.

Critically, the Project is a specific plan, and as such, it will or may foreclose CEQA analysis on many individual development projects, including under Govt. Code § 65457; CEQA Guidelines § 15182.[14] Hence, the Draft EIR's conclusion that there will be project-by-project analysis of GHG impacts in the future is illusory, since such project-by-project analysis may be foreclosed as a matter of law.

Further, the Draft EIR heavily relies on existing mitigation measures in the general plan and other documents and assumes case-by-case analysis and mitigation of impacts later. This reliance is improper in view of the **additionality** concept: the existing general plan or other plans do not take into account the extensive upzoning proposed under the Specific Plan Project here. The Draft EIR and its appendix D are silent as to this **additionality** requirement in Health & Safety Code section 38562, subdivision (d)(2), which provides "the reduction *is in addition* to any greenhouse gas emission reduction otherwise required by law or regulation, and any other greenhouse gas emission reduction that otherwise would occur." (Health & Saf. Code, § 38562(d)(2); *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, 514.)

Further, the Draft EIR is inconsistent as to GHG impacts disclosures. Thus, even though the Draft EIR admits there may be significant and unmitigable air quality and GHG impacts, it then concludes that – with mitigation – those impacts will be less than significant, except for GHG individual and cumulative impacts. DEIR, p. 2.4-21-22.
This is inaccurate and inconsistent with the DEIR's statement in the executive summary that all impacts will be less than significant and therefore no statement of overriding considerations is prepared. DEIR, p. ES-3 [summary].

In addition, the Draft EIR omits discussion of various air quality/GHG impacts that may be generated by various traffic/circulation changes the Project contemplates.

Footnote

[14] *See* https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65457.

Response J-8 Comment noted. As demonstrated in other responses to this letter, including Response J-1 through J-7, and contrary to the assertions made, the descriptions of the proposed Project and the alternatives properly state and characterize the scope and intensity of potential future development under each. The Specific Plan EIR is not a "*Master EIR"* as defined by CEQA Section 15176; rather the subject EIR is programmatic, requiring that most individual projects implementing the Specific Plan will be subject to project-specific analysis under CEQA. Referenced is made to CEQA Section *15182,* which states, in part:

> *"Projects Pursuant to a Specific Plan*
> *(c) Residential Projects Implementing Specific Plans.*
> *(1) Eligibility. Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments."*

Due to the programmatic nature of the subject EIR, and unlike the level of analysis conducted for a Master EIR, there do not appear to be circumstances where all of the CEQA analysis conducted for the subject Specific Plan will be adequate to exempt subsequent implementing projects. Therefore, adoption of the Specific Plan will not preclude subsequent air quality, GHG or other analysis for projects implementing the Specific Plan.

The commentator also continued to wrongly insist that the proposed Project is an "upzoning" that significantly intensifies impacts beyond those analyzed in the City's 2017 General Plan Update. In fact, the commentator's focus on the amount of additional residential development that could be realized by the proposed Project ignores the substantial reductions in the amount of new commercial space that could be built by the proposed Project. The proposed Project generates the lowest potential for commercial space of all of the four projects analyzed (see Tables 1-1 and 3-1 through 3-3 of the DEIR).

Contrary to the commentator's assertion, the DEIR does discuss air quality and GHG impacts generated by various traffic/circulation changes. As set forth on pages 2.4-12 and -13, on-road traffic emission projections were based on the project-specific Traffic and VMT analyses which considered impacts at horizon year (2040) traffic conditions with and without the proposed project and analyzed both intersection operations and roadway segment capacity (also see DEIR Section 2.16 Transportation and Traffic). VMT is the primary factor in determining mobile source emissions, including criteria pollutants and GHG emissions, which were projected using CalEEMod and the VMT data provided in the VMT analysis, and thus were accounted for in the CalEEMod criteria pollutant and GHG emission projections.

As is evident from the air quality and GHG analysis set forth in the Draft EIR, the impacts associated with the implementation of the Specific Plan could conceivably exceed those target goals set forth in the regional Air Quality Management Plan if project-specific mitigation measures are not effective. In the unlikely event the full potential residential buildout is realized, the project will result in a population increase that exceeds the RTP/SCS population assumptions for Rancho Mirage. Buildout residential population is technically the primary threshold for AQMP consistency. It is worth noting that projected GHG emissions associated with the proposed Project are less per capita of service population (residents and employees) than would result from buildout of the current Specific Plans (see Table 3.4-8 of the Draft EIR).

Whether to make findings regarding unavoidable impacts, a Statement of Overriding Consideration was considered early on. However, at the time the EIR was drafted, the ambiguity of Project non-conformance or plan inconsistency was identified as being quite limited. It remains our contention that the proposed Project is essentially in conformance and consistent with the RTP/SCS and other applicable regional air quality and GHG plans.

The General Plan policies and SCAQMD rules and regulations were designed to ensure the City's compliance with air quality management plans, regardless of changes in population projections; however, in deference to the remaining and continuing uncertainty with such findings, the EIR is hereby revised, changing the finding under Air Quality a) from "Less than Significant" to "Potentially Significant and Unavoidable" due to the small population increase associated with the proposed land use map. This revised finding is consistent with the methodology used in the City's GP EIR when "statements of overriding considerations" were made due to the population projections exceeding those in the RTP/SCS.

The DEIR Executive Summary will be updated with impact statements consistent with the findings in Section 2.4 Air Quality and Greenhouse Gas, and in Section 4 Unavoidable Significant Impacts.

Comment J-9 Similarly, the Draft EIR's reasoning and conclusions in hazards & hazardous materials, Section 2.8 (DEIR, at pp. 2.8-1 through 2.8-17, esp. 2.8-11—12) are inaccurate and erroneous. The Draft EIR appears to focus on new constructions only. However, the Draft EIR's Notice of Preparation ("NOP") admitted that the project area is developed with uses that generate hazardous materials. Therefore, it is reasonably foreseeable that there *may* be potential soil disturbance and contamination issues if the presently developed industrial sites get redeveloped or if new construction is developed adjacent to those industrial sites. This is because soil contamination and vapor intrusion from those or adjacent sites may occur upon soil disturbance. *Parker Shattuck Neighbors v. Berkeley City Council* (2013) 222 Cal.App.4th 768, 786 ("vapors from the two VOCs may travel through the soil into buildings constructed on the site through a process known as vapor intrusion and thereby expose these buildings' residents to polluted air.")

Further, the Draft EIR concludes that there will not be significant hazards impacts (but admits high winds and wildfire potential) and concludes no mitigation will be necessary. The EIR's conclusions are not supported by substantial evidence and lack analysis to bridge the analytic gap of how the EIR travels from evidence to its conclusions.

Lastly, the Draft EIR is internally inconsistent. It concludes – even with mitigation, the GHG impacts will be "potentially significant and unavoidable," yet provides that no statement of overriding considerations will be prepared because the project will have no unmitigable impacts. (See DEIR, p. ES-8 vs ES-3.)

Response J-9 The Draft EIR addresses the full range of sources of potential hazards or hazardous materials in the planning area, including those that can currently be identified and possible future sources (see DEIR 2.8.5). Potential impacts from existing hazards and potential new hazards associated with Specific Plan implementation are addressed categorically. These efforts include a search of GeoTracker and other databases to assess current conditions. The DEIR states: "Currently, the GeoTracker database includes 18± sites within the City that are listed as Leaking Underground Storage Tank (LUST) Cleanup Sites, all of which are closed cases. Five (5) of these closed LUST cleanup sites are located within the project planning area, however these are not active clean-up sites and there are no active hazardous material sites recorded." (DEIR Sec. 2.8.5)

There are no industrial uses or industrially designated lands in the Project planning area. Existing and future sources of potentially hazardous materials are discussed in DEIR Section 2.8.6 and include small business operations, individual households, and maintenance activities that are likely to utilize hazardous materials in limited quantities, such as paints, thinners, cleaning solvents, fertilizers, pesticides, motor oil, and automotive fuel.

The wildfire potential in the planning area was analyzed. The DEIR includes a map provided by CalFire that delineates fire hazard zones (see Figure 2.8-1) within and in proximity to the planning area. No portion of the area is within a designated VHFT area. Annual rainfall is 4-6 inches per year and vegetation in the planning area and adjoining mountains is very sparse, as noted in the DEIR. The DEIR correctly concludes that impacts from wildfires will be less than significant.

Regarding GHG impacts and mitigation, please see Response J-8, above.

Comment J-10 F. The Project's Traffic Impacts Analysis and Conclusion Are Inaccurate and Incomplete.
The Draft EIR's traffic analysis is inaccurate *ab initio* since it relies on inaccurate baseline and Project density calculations. (See Sections II.A & D, supra.)

In addition, the EIR reveals some road reconfigurations (e.g., off-site parking will be removed on at least one street, bus turnouts will be added) proposed or contemplated under the proposed Project and attributes those changes to the improvement of safety to prove no impacts. DEIR, p. 2.16-20. While those changes may have their own impacts (e.g., parking impacts, traffic delays, emissions due to cars idling caused by traffic or driving around to find parking), the Draft EIR does not consider those in its traffic analysis by presenting those configurations as merely a mitigation measure rather than part of the project. (*Lotus v. Department of Transportation* (2014) 223 Cal.App.4th 645, 655–656 ["By compressing the analysis of impacts and mitigation measures into a single issue, the EIR disregards the requirements of CEQA"].)

The Draft EIR conducts an LOS analysis, where it considers LOS D and E acceptable based on consistency with the general plan. However, consistency with a threshold of significance does not categorically mean no significant impacts. (*Oro Fino Gold Mining Corp. v. County of El Dorado* (1990) 225 Cal.App.3d 872, 881–882 ["Initially, we note that conformity with a general plan does

not insulate a project from EIR review where it can be fairly argued that the project will generate significant environmental effects. (*City of Antioch v. City Council,* supra, 187 Cal.App.3d at p. 1332, 232 Cal.Rptr. 507.)"]) In addition, the General Plan adopted long before did not contemplate the *additional* density and intensity proposed by the Project; hence, it may not be relied upon to conclude that the Project will have no traffic impacts.

The Draft EIR also conducts VMT analysis and concludes that the Proposed project will reduce VMTs. Since the EIR significantly understates the Project's density and intensity, this analysis is also based on such understated raw data and is therefore fatally flawed.

Because of the above-mentioned errors and omissions, the Draft EIR's conclusion that the Proposed Project will not have any significant impacts and therefore no mitigation is necessary is flawed and unsupported.

Response J-10 Regarding the adequacy of the EIR baseline description, please see Responses J-1 through J-8. Regarding residential densities please see Response J-3 as well as Responses J-1 through J-8. DEIR Sections 2.16 and 3.16 provide a comprehensive description of existing traffic conditions, projected buildout traffic volumes along roadway segments and at key intersections, existing and future level of service (LOS, which is no longer a CEQA threshold criteria) and vehicle miles traveled (VMTs).

The City's General Plan was last updated in 2017 and the same traffic analysis firm conducted the analysis for the subject DEIR and the General Plan update. LOS D is a standard allowable LOS during peak hour period as set forth in the current and previous City General Plan. LOS E is found to be acceptable for those facilities that are designated as critical facilities under the Riverside County Congestion Management Plan (CMP).

Although sometimes not fully quantifiable, the increase in the amount of land designated for mixed-use and the increase in multi-family housing within the Project planning area will serve to reduce trips and shorten trip lengths. Even without these considerations, the DEIR clearly and thoroughly demonstrates that the proposed Project will not have a significant adverse effect on local transportation systems and will enhance land use complementarities, reduce vehicle miles traveled and preserve roadway capacity.

Comment J-11 THE PROPOSED MITIGATION MONITORING PROGRAM ("MMRP") VIOLATES CEQA AS IT IS UNENFORCEABLE, ILLUSORY AND/OR UNSUPPORTED; IT ALSO VIOLATES *TOPANGA* RULE REQUIRING TO BRIDGE THE ANALYTIC GAP.

The MMRP is inadequate on several issues and for several reasons, as detailed below.

- **Air Quality** (DEIR, p. ES-7) mitigation measures are:
  - incomplete as MMRP focuses on construction period, not operation;
  - illusory and ineffective as MMRP only requires a developer to include a note for contractors to use low emission equipment. There is no mandate to enforce the note requirements.
- GHG (DEIR, p. ES-8) mitigation measures are:
  - Vague and unenforceable in view of subjective criteria (e.g., "appropriate site orientation", "possibility for incorporation…");
  - Unenforceable because of being merely a recommendation (e.g., installation of energy charging vehicles shall be encouraged);
  - Unenforceable and ineffective because MMRP only requires a study and is only for projects requiring CEQA (e.g., requires to conduct a detailed CEQA analysis based on the "current" Sustainability Plan, where a study itself cannot mitigate

impacts; also omits the additionality aspect; timing. of such study is before issuance of grading permits, rather than prior to the approval of the project.)

- **Cultural Resources** (DEIR, p. ES-10-11) mitigation measures are:
  - Vague, ineffective, and unenforceable.

E.g., CUL-1 does not capture development on a historic site or demolition or alteration, but only preservation or reconstruction; also mentions that an "assessment" will be conducted, which will be deemed no significant impacts. However, an assessment or study by itself cannot lessen significant impacts. Also, the Draft EIR points that preservation *on-site* should be *encouraged*, which suggests that preservation *off- site* may be an option as well; the MMRP, therefore, is not effective or mandatory.

In addition, CUL-2, CUL-3, CUL-4 use subjective statements, such as "where appropriate" and "whenever feasible," "where deemed necessary." These statements fall short of being mandatory.

- **Geological impacts** (DEIR, pp. ES 12-15): mitigation measures are:
  - Ineffective since most measures are required, if at all, after the project approval. The only mitigation *prior to project approval* is if the slopes are steep. Yet, the Notice of Preparation for the EIR mentions potential earthquake fault issues.
  - Vague and therefore ineffective, since MMRP uses subjective language such as "adequate" or "proper," where those are open to subjective interpretation.
  - ineffective, as the MMRP largely relies on regulatory measures to conclude and disregards the issue of additionality: "The City shall continue to…" Yet, compliance with existing regulatory measures may not necessarily mitigate the significant cumulative density increases proposed under the Project involving 684 acres.

- **Noise** (DEIR, p. ES-17): mitigation measures are:
  - Ineffective since the MMRP focuses on the *interior* noise levels, whereas CEQA is primarily about the surrounding environment *outside* the project. In addition, it suggests that a project's external noise can be offset by an acoustical report that shows internal noise levels will be low; it provides not explanation or analysis for the conclusion that such offsetting is realistic or feasible. There is also discrepancy in the MMRP, since the chart in the *description* of "mitigation measure" says acoustical report should be submitted "prior to issuance of a building permit," which is usually after the approval, whereas the right column indicates timing as being "prior to project approval."

- **Recreation** (ES-19**):** mitigation measures are ineffective as they fully rely on development impact fees, without making sure adequate recreation sites will be available to accommodate the induced density increases in the Project. (*California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, 197. [" '[A] commitment to pay fees without any evidence that mitigation will actually occur is inadequate." (*Save Our Peninsula, supra,* 87 Cal.App.4th at p. 140, 104 Cal.Rptr.2d 326.)'."])

"Mitigation measures must be feasible and enforceable. (CEQA Guidelines, § 15126.4, subds. (a)(1) & (a)(2).) " 'Feasible' means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Pub. Resources Code, § 21061.1.) Any mitigation measure must be " 'roughly proportional' to the impacts **592 of the project." (CEQA Guidelines, § 15126.4, subd. (a)(4)(B).)" *Napa Citizens for Honest Government v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 360–361. The MMRP does not comply with CEQA and applicable case law as the mitigation measures it proposes are vague, inconsistent and unenforceable.

Response J-11 Comment noted. It appears that the commentator is conflating the Draft EIR's Executive Summary and Environmental Matrix (see ES-1 through ES-19 of the DEIR) with the final MMRP. The Draft MMRP in the Executive Summary is meant to apprise the reader of respective issue areas, identifies mitigation measures recommended for adoption, the party that will be responsible for the implementing, monitoring and reporting on the measure and timing of its implementation.

Air Quality

Contrary to commentator's assertions, mitigation measures, including those applied to preserving and improving air quality and addressing GHG emissions, do not address only construction but also address energy use of new and re-modeled development. Related mitigation measures include GHG-1 through GHG-3, which also address energy efficiency, use of alternative sources and future development's conformance with the City Sustainability Plan.

The commentator also continues to view the proposed Specific Plan to be a development project, which it is not. No development is authorized by virtue of approval of the Specific Plan and EIR. Subsequent development proposals will be required to demonstrate conformance with not only mitigation measures, but also development standards and guidelines set forth in the Specific Plan. Rather than being "vague and unenforceable", the Specific Plan standards are explicit, and the guidelines are supported with a wealth of information that makes clear what is expected of the developer.

Cultural Resources

As proposed, the Specific Plan will not have a significant adverse impact on either archaeological or historic resources. Of the 14 identified historical resources located in the Project vicinity, none of these resources is located within the Project planning area. To address any possible uncertainty regarding potential impacts to archaeological/Tribal cultural resources, in order to prevent such possible impacts in the unlikely event resources are encountered, the DEIR includes six (6) detailed mitigation measures that were developed in consultation with local Native American Tribes.

Soils and Geology

The Draft EIR includes a total of 19 separate mitigation measures that address issues of planning area soils and geology. Mitigation and associated MMRPs ensure that the City is aware of these possible geotechnical constraints when reviewing development applications. The purpose of such development regulations as the Uniform Building Code, Title 14, Division 2, Chapter 8, Article 10 of the California Code of Regulations, and other standing regulations is to ensure that there is an adequate land use and development regulatory environment that precludes or substantially limits threats to people or property from geological hazards.

Noise

As discussed in detail in Section 2.12 of the DEIR and as measured at six separate locations along the planning area corridor, vehicular traffic on Highway 111 is the main source of noise in the planning area. Table 2.12-5 sets forth in detail significance criteria for community noise. The DEIR uses monitoring data to model future (2040) noise levels along the highway corridor and finds that noise levels ranging from 65.7 to 76.1 dBA CNEL, as measured from the roadway centerline, should be expected. It is clear from the DEIR noise analysis that exterior noise impacts even on nearby residences can be effectively mitigated.

It should be noted that the Specific Plan does not provide for additional housing along the highway but rather expects residential uses in mixed-use development to place distance between homes and the highway and to shelter and buffer future homes with commercial and other non-residential uses. That said, in instances where sensitive uses may be proposed in proximity to the highway, the final MMRP shall reference the provision of noise analysis concurrent with the consideration of the development plan application.

Recreational Resources

The referenced mitigation measure (payment of park fees) is an existing and long-established development fee program and could have simply been referenced in the DEIR. It could have been determined that, based on the data and information provided in the DEIR, there was no need for "additional" mitigation measures. The DEIR describes two existing parks within the Project planning area and an additional three parks within walking distance of the area, including the Michael Wolfson Park just outside the planning area, which is currently undergoing substantial expansion.

Section 2.15.5 of the Draft EIR also points out the significant trails and open space assets within, adjacent to and accessible from the planning area.

> "*The hiking and equestrian trails are available as additional recreation opportunities for residents and visitors. Numerous unpaved trails, which follow various paths, dirt roads, or utility access routes within the foothills of Santa Rosa Mountains, are available to the public mainly within the Magnesia Falls area. These main trails include (1) the Butler-Abrams Trail, (2) the Clancy Lane Trail, (3) the Bighorn Overlook Trail and (4) Jack Rabbit Trail. Recreational uses of the area are balanced with protection of the bighorn sheep as recommended in the Coachella Valley Multiple Species Habitat Conservation Plan and the Tribal Habitat Conservation Plan."* (DEIR p. 2.15-5)

In addition to these existing park and open space assets and resources, the Specific Plan proposes the 0.84± acre *Bradley Canyon Park* along the highway corridor in PA-5 (see Section IV.F.4 of the Specific Plan). This park would connect directly to a separate sidewalk and path along the south side of the highway

Finally, please note that CEQA does not require that a Draft EIR include a mitigation monitoring and reporting program.

Comment J-12 IV. THE PROJECT IS INCONSISTENT WITH THE GENERAL PLAN AND OTHER LOCAL PLANS; VIOLATIONS OF PLANNING AND ZONING LAWS AND CEQA.

The Project's consistency with the General Plan is required under the Planning and Zoning Law. (DEIR, p. 2.10-2; Govt. Code § 65454). Project's inconsistency with one fundamental, specific general plan policy may scuttle the project. *Families Unafraid to Uphold Rural El Dorado County v. El Dorado County Bd. of Sup'rs* (1998) 62 Cal.App.4th 1332, 1341–1342 (FUTURE case)

Further, the Project's *inconsistencies* (rather than consistencies) with the General Plan need to be analyzed for purposes of CEQA. Guidelines § 15125(d).

The EIR claims that the Project is consistent with the General Plan. It provides, in relevant parts:
"The Proposed Project is related to or must accommodate other plans developed in the City and Coachella Valley. These include the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), the South Coast Air Quality Management District (AQMD) Air Quality Management Plan, and the Coachella Valley PM10 State Implementation Plan. Local Plans Local plans taken into consideration include the Rancho Mirage General Plan. The existing and proposed land uses in the Specific Plan area are **consistent** with existing development and the type and scale of development allowed under the City General Plan. The Highway 111 Specific Plan provides a fine-grained implementation of the goals, policies and programs of the City General Plan,

addressing the types, locations and distributions of various land uses, the availability and adequacy of major infrastructure and services, development standards and processes. In addition, the City General Plan recognizes the appropriateness of and allows both high-density residential and mixed-use development at **densities of at least 20 units per acre and up to 28 units per acre** (also see Ordinance No. 989, adopted 2010)." DEIR, 1-17, emph. added.

Contrary to the statement in the Draft EIR, the Project violates the City's General Plan as it: (1) allows density transfers and (2) enables higher density *beyond 28* units per acre up to 34 units per acre (a 21% increase) in both H-R/SP and M-U zones. DEIR, p. 1- 9 [density transfer]; p. 1-8 [arbitrary planning areas]; 1-8 [density may go up to 34 units per acre, along with the affordable housing provision in high residential zoning RH- SP]; 1-8 [in mixed use zoning, despite the Floor Area Ration (FAR) limit of 0.35 FAR, residential zoning density will not be subject to this 0.35 FAR but rather the RH-SP FAR of 28 units per acre, which – along with the affordable housing provision – may reach up to 34 units per acre.] Thus, the conclusion in the Draft EIR about the consistency of the Project with the General Plan's density is inaccurate and unsupported.

The Draft EIR's analysis also violates CEQA as it does not focus on the *inconsistencies* or *conflicts* of the Project with the General Plan as required by CEQA (and instead focuses on *consistencies*) and because it misstates that it is consistent with the General Plan, whereas its proposed density increases exceed the limits in the General Plan.

Response J-12 Comment noted. The City's then-current Housing Element recognizes that in some instances densities of up to 28 dwelling units per acre is appropriate. Policy 1 of the Housing Element states:

> "*Policy 1 The General Plan shall provide for a mixture of residential densities dispersed throughout the city. Evaluation: The General Plan Land Use Element establishes a variety of residential densities, ranging from one dwelling unit per 640 acres (Hillside Reserve) to nine dwelling units per acre (High Density Residential), that are consistent with the low-density character of the city and surrounding desert communities. Lands designated for various densities are distributed throughout the city, as illustrated on the Land Use Map. In addition, the Section 19 Specific Plan (Ordinance No. 989, adopted 2010) allows both high-density residential and mixed use development at densities of at least 20 units per acre and up to 28 units per acre. This policy will continue to be implemented."*

The recently updated (March 2022) City Housing Element states the following:

> "*Policy H 1 The General Plan shall provide for a mixture of residential densities dispersed throughout Rancho Mirage.*
>
> *Evaluation: The General Plan Land Use Element establishes a variety of residential densities, ranging from one dwelling unit per 640 acres (Hillside Reserve) to nine dwelling units per acre (High Density Residential and Mobile Home Park), that are consistent with the low-density character of the city and surrounding desert communities. Lands designated for various densities are distributed throughout the city, as illustrated on the Land Use Map. In addition, the Section 19 Specific Plan (Ordinance No. 989, adopted 2010) allows both high-density residential and mixed-use development at densities of at least 20 units per acre and up to 28 units per acre. The Highway 111 Specific Plan, in development in 2020 and planned for adoption in 2021, will allow both high density residential and mixed-use development at densities of at least 16 units per acre and up to 28 units per acre (the affordable housing overlay conditionally allows up to 34 units per acre). This policy will continue to be implemented."* (Rancho Mirage Housing Element, p.2)

The commentator also continues to conflate the limited application of the conditional affordable housing bonus provision, which is limited to the RH-SP designated lands. The Specific Plan and DEIR are clear that maximum permitted residential density within planning area lands designated Mixed-Use is 28 dwelling units per acre, not the 34 units the commentator incorrectly cites.

RANCHO MIRAGE
HIGHWAY 111 SPECIFIC PLAN
FINAL
ENVIRONMENTAL IMPACT REPORT

3.0 COMMENT LETTERS

The following correspondence comprises all of the comment letters and/or emails received during the public review period for the Draft EIR transmitted to various public agencies and interested parties. Comments restated verbatim in Section 2.0 are those bracketed in this section and correspond to the comment letters and numbers in Section 2.

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

A

March 11, 2022
Sent via email

Majna Dukic
City of Rancho Mirage
69825 Highway 111
Rancho Mirage, CA 92270

Subject: Draft Environmental Impact Report, Highway 111 Specific Plan, State Clearinghouse No. 2020069010

Dear Ms. Dukic:

The California CDFW of Fish and Wildlife (CDFW) received and reviewed the Draft Environmental Impact Report (DEIR) from the City of Rancho Mirage for Highway 111 Specific Plan (Project), State Clearinghouse No. 202069010, pursuant the California Environmental Quality Act (CEQA) statute and guidelines[1]. Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish, wildlife, plants, and their habitats. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may need to exercise its own regulatory authority under the Fish and Game Code (Fish & G. Code).

A-1

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Fish & G. Code, § 1802.). Similarly, for purposes of CEQA, CDFW provides, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

A-2

CDFW may also act as a Responsible Agency regarding any discretionary actions under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381, such as the issuance of a Lake or Streambed Alteration Agreement (Fish & G. Code Sections 1600 et seq.), a California Endangered Species Act (CESA) Permit for Incidental Take of

[1]CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Endangered, Threatened, and/or Candidate species (Fish & G. Code Sections 2080 and 2080.1) and/or for administering the Natural Community Conservation Planning Program (NCCP). CDFW also administers the Native Plant Protection Act, Natural Community Conservation Program, and other provisions of the Fish and Game Code that afford protection to California's fish and wildlife resources.

CDFW issued Natural Community Conservation Plan approval and take authorization in 2008 for the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), as per Section 2800, et seq., of the California Fish and Game Code. The CVMSHCP established a multiple species conservation program to minimize and mitigate habitat loss and the incidental take of covered species in association with activities covered under the permit. CDFW is providing the following comments as they relate to the project's consistency with the CVMSHCP and CEQA.

A-2 Cont.

PROJECT DESCRIPTION SUMMARY

Project Location

The Project site is located in the Coachella Valley region of central Riverside County. The planning area occurs in portions of: Section 34, T4, R5E; Sections 2, 3, 11, 12, 13, T5S, R5E; and Section 18, T5, R6E, SBB&M (see USGS Cathedral City and Palm Desert 7.5-minute quadrangle maps). The proposed Specific Plan planning area includes numerous parcels and is divided into 12 planning areas (see Exhibit 3A and 3B of the DEIR). Its limits are defined by topography, drainage features and corporate city limits, and includes the full length of Highway 111 as it passes through the City of Rancho Mirage.

Project Description

The Project consolidates, updates, expands, and replaces the previously adopted East and West Specific Plans and revises the land use plan, including some land use designations, acreages, and residential densities. The new plan sets forth development standards and guidelines in the context of 12 planning areas. Within the boundaries of the Specific Plan 12 distinct planning areas (PAs) have been designated (PA-1, PA-2, etc.). In some cases, sub-areas are delineated and discussed and are designated as with PA-1a, PA-1b, etc. While the delineation of planning areas is somewhat arbitrary, the purpose was to include separate but related parcels and uses. Exhibits 1-3 through 1-6 of the DEIR show the locations of the 12 PAs and proposed land uses.

A-3

COMMENTS AND RECOMMENDATIONS

CDFW's comments and recommendations on the DEIR are explained below.

Mitigation Measures for Project Impacts to Biological Resources

Coachella Valley MSHCP Implementation

CDFW appreciates that the DEIR specifies the City of Rancho Mirage will implement the CVMSHCP through participating in the Joint Project Review process (JPR) for any future developments located within a CVMSHCP Conservation Area and implementing Land Use Adjacency Guidelines for future developments located adjacent to a Conservation Area. Two planning areas, PA-2 and PA-7 are located within or adjacent to the Santa Rosa and San Jacinto Mountains Conservation Area. The Santa Rosa and San Jacinto Mountains Conservation Area provides essential habitat for Peninsular bighorn sheep. In addition to participating in the JPR process and implementing the Land Use Adjacency Guidelines, the CVMSHCP has required measures for this conservation area including Conservation Goals and Objectives (Section 4.3.21), Covered Species Conservation Goals and Objectives (Section 9 of the CVMSHCP), and Required Avoidance, Minimization and Mitigation Measures (Section 4.4).

For an example of implementing a required measure, consider Required Measure 11 in the Santa Rosa and San Jacinto Mountains Conservation Area (Section 4.3.21) which includes the construction of an 8-foot fence to prevent bighorn sheep from foraging or watering on the project site and prevent unauthorized human access. Both PA-2 and PA-7 are located within or adjacent to the Santa Rosa and San Jacinto Mountains Conservation Area; therefore, for future developments within PA-2 and PA-7, the City should review fencing infrastructure for projects and ensure fencing requirements in Required Measure 11 are met. The City should ensure each required measure for the Santa Rosa and San Jacinto Mountains Conservation Area is addressed in PA-2 and PA-7.

A-4

Lastly, CDFW recommends that for projects subject to the JPR process, the JPR is completed before implementation of CEQA.

CDFW recommends that the City revise the DEIR to indicate that if future development in PA-2 or PA-7 are located within the Conservation Area, the City and future development will also implement all CVMSHCP required measures. CDFW requests the incorporation of the following measures to into the DEIR regarding CVMSHCP implementation:

BIO-[XX]: For future developments located within or adjacent to the Santa Rosa and San Jacinto Mountains Conservation Area, the City of Rancho Mirage and project proponent shall comply with all Required Measures for the Santa Rosa and San Jacinto Mountains Conservation Area (Section 4.3.21), Covered Species Conservation Goals and Objectives (Section 9), and Required Avoidance, Minimization and Mitigation Measures (Section 4.4) of the Coachella Valley Multiple Species Habitat Conservation Plan.

Peninsula Bighorn Sheep

CDFW requests that the DEIR is revised to indicate that PA-2 and PA-7 are located within or adjacent to Essential Habitat for Peninsula bighorn sheep. As indicated in the DEIR, Peninsular bighorn sheep are classified as Fully Protected Mammals (Fish & G. Code Section 4700). Fully Protected Mammals may not be taken or possessed at any time and no licenses or permits may be issued for their take except for necessary scientific research, including efforts to recover fully protected species (Fish & G. Code Section 4700). Although Peninsular bighorn sheep are included in the list of Covered Species under the CVMSHCP, take of this species is not authorized in the CVMSHCP and is prohibited by the California Fish and Game Code. The CDFW NCCP permit identifies that all covered activities of the CVMSHCP must avoid actions that will result in violations of the fully protected species provisions. Therefore, implementation of the measures set forth in the CVMSHCP should be fully complied with to avoid take of Peninsular bighorn sheep. CDFW requests that the DEIR is revised to indicate that consistency with the CVMSHCP is required to ensure that take of Peninsular bighorn sheep is avoided for future developments in PA-2 and PA-7. A-5

CDFW requests the incorporation of the following measures to avoid take of Peninsular bighorn sheep:

BIO-[XX]: The City of Rancho Mirage and future developments in Planning Area 2 and Planning Area 7 shall demonstrate consistency with the Coachella Valley Multiple Species Habitat Conservation Plan to ensure that no take of Peninsular bighorn sheep shall occur through either the construction or operations of future developments.

Lake and Streambed Agreement

CDFW requires notification for work undertaken in or near any river, stream, or lake that flows at least episodically, including ephemeral streams, desert washes, and watercourses with a subsurface flow. Fish and Game Code section 1602 states, “An entity may not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, unless” certain conditions are met. Upon receipt of a complete notification, the CDFW determines if the activities may substantially adversely affect existing fish and wildlife resources. A-6

The DEIR indicates that no riparian or wetland habitat is located with the Project planning area (pg. 2.5-8). Based on review of aerial imagery and materials submitted with the DEIR, it appears there are streams subject to Fish and Game Code section 1600 et seq., on both PA-1 and PA-2. Within PA-1, there is evidence of a stream, including erosion and scour, along the western edge of the canyon. Within PA-2, there are several water conveyance structures capturing streams emerging from the foothills

to the west. If impacts to streams in PA-1 or PA-2 are anticipated through future developments, the CDFW requests that the Project proponent(s) submit a Notification of Lake or Streambed Alteration.

Further, the Coachella Valley Stormwater Channel (CVSC) is also a stream subject to Fish and Game Code section 1600 et seq. The CVSC provides foraging, refugia, and burrowing habitat to a number of species and is an important wildlife corridor. Several Project areas are located adjacent to the CVSC and have the potential to cause direct or indirect impacts on this stream. CDFW requests that any future developments that may substantially divert or obstruct the natural flow, or change or use materials from the bed, channel, or bank of a river, stream, or lake submit a Notification of Lake or Streambed Alteration.

A-6 Cont.

CDFW requests the incorporation of the following measures to avoid, minimize, and mitigate for impacts to fish and wildlife resources subject to Fish and Game Code section 1600 et seq.:

BIO-[XX]: Future developments in Planning Area 1 or Planning Area 2, or future developments that may substantially divert or obstruct the natural flow, or change or use materials from the bed, channel, or bank the Coachella Valley Stormwater Channel or other river, stream, or lake shall submit a Notification of Lake and Streambed Alteration to the California Department of Fish and Wildlife.

CDFW CONCLUSIONS AND FURTHER COORDINATION

CDFW appreciates the opportunity to comment on the Highway 111 Specific Plan Project to assist in identifying and mitigating Project impacts on biological resources. CDFW personnel are available for consultation regarding biological resources and strategies to minimize impacts. CDFW requests that the City of Rancho Mirage address the CDFW's comments and concerns prior to adoption of the EIR.

A-7

Questions regarding this letter or further coordination should be directed to Jacob Skaggs, Environmental Scientist, at jacob.skaggs@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Scott Wilson
8091B1A9242F49C...

Scott Wilson
Environmental Program Manager

ec:

Heather Pert, Senior Environmental Scientist Supervisor
heather.pert@wildlife.ca.gov

Office of Planning and Research, State Clearinghouse, Sacramento
state.clearinghouse@opr.ca.gov

Rollie White, U.S. Fish and Wildlife Service
rollie_white@fws.gov

ATTACHMENT 1

Mitigation Monitoring and Reporting Program for the City of Rancho Mirage, New Highway 111 Specific Plan Project

Mitigation Measures	Timing and Methods	Responsible Parties
BIO-[XX]: For future developments located within or adjacent to the Santa Rosa and San Jacinto Mountains Conservation Area, the City of Rancho Mirage and project proponent shall comply with all Required Measures for the Santa Rosa and San Jacinto Mountains Conservation Area (Section 4.3.21), Covered Species Conservation Goals and Objectives (Section 9), and Required Avoidance, Minimization and Mitigation Measures (Section 4.4) of the Coachella Valley Multiple Species Habitat Conservation Plan.	**Timing:** Prior to Project approval. **Methods:** Reference Required Measures in CVMSHCP Section 4.3.21 (Santa Rosa and San Jacinto Mountains Conservation Area)	**Implementation:** City of Rancho Mirage and future developments. **Monitoring and Reporting:** City of Rancho Mirage and future developments.
BIO-[XX]: The City of Rancho Mirage and future developments in Planning Area 2 and Planning Area 7 shall demonstrate consistency with the Coachella Valley Multiple Species Habitat Conservation Plan to ensure that no take of Peninsular bighorn sheep shall occur through either the construction or operations of future developments.	**Timing:** Prior to approval of CEQA documentation for future developments. **Methods:** Demonstrate both full implementation of CVMSHCP and no take of Peninsular Bighorn Sheep in CEQA documentation for future developments.	**Implementation:** City of Rancho Mirage and future developments. **Monitoring and Reporting:** City of Rancho Mirage and future developments.
BIO-[XX]: Future developments in Planning Area 1 or Planning Area 2, or future developments that may substantially divert or obstruct the natural flow, or change or use materials from the bed, channel, or bank the Coachella Valley Stormwater Channel or other river, stream, or lake shall submit a Notification of Lake and Streambed Alteration to the California Department of Fish and Wildlife.	**Timing:** Subsequent to completing CVMSHCP compliance, e.g., Joint Project Review process, and before start of project activities for future developments. **Methods:** Reference CDFW's Notification of Streambed Alteration web page: **https://wildlife.ca.gov/Conservation/Environmental-Review/LSA.**	**Implementation:** Future developments. **Monitoring and Reporting:** Future developments.

B

DESERT SANDS UNIFIED SCHOOL DISTRICT
47-950 Dune Palms Road • La Quinta, California 92253 • (760) 777-4200 • FAX: (760) 771-8505
BOARD OF EDUCATON: Ana M. Conover, Wendy Jonathan, Tricia Pearce, Linda Porras, *Vacant*
SUPERINTENDENT: Scott L. Bailey

February 4, 2022

Sent Via Email ONLY
majnad@ranchomirageca.gov

Majna Dukie
City of Rancho Mirage
69825 Highway 111
Rancho Mirage, CA 92270

RE: Project Title: New Highway 111 Specific Plan
Environmental Impact Report SCH No.2020069010

Majna Dukie:

This is in response to your request for comments on the above referenced project and its effect on public schools.

Please be advised, all actions toward residential and commercial development will potentially result in an impact on our school system. The District's ability to meet the educational needs of the public with new schools has been seriously impaired in recent years by local, state, and federal budgets that have an impact on the financing of new schools.

B-1

As you are aware, there is a school mitigation fee that is currently collected on all new development at the time building permits are issued.

Please feel free to call me if you have further questions.

Best Regards,

PATRICK CISNEROS

Director, Facilities Services

\\files.ad.desertsands.us\Facilities\SHARE FILES 3-12\3 DEVELOPER FEES\COMMENT LETTERS & DEVEL UPDATES\Comment Ltrs & Dev Updates - Rancho Mirage\RM Comment 2022 New Highway 111 Specific Plan- 2-4-22.docx

C

From: gcnunnally@aol.com
To: Majna Dukic
Subject: Highway 111 Specific Plan - Public Comment Submission
Date: Monday, February 28, 2022 7:45:54 AM

CAUTION: This email originated from outside The City of Rancho Mirage. **DO NOT CLICK links** or open **attachments** unless you recognize the sender and know the content is safe.

Dear Majna Dukic, City of Ranch Mirage Planning Manager:

I am a 5-year resident of Rancho Mirage. I had an opportunity to review the draft environmental impact report of the City's 2022 Highway 111 Specific Plan. I offer these comments in response to those plan documents with respect to the City's Aesthetic and Scenic Resources:

The value in preserving open green space
The stretch of Highway 111 between Frank Sinatra Drive and Country Club Drive offers some of the most striking west-facing mountain views in the City. This section of highway also includes long stretches of undeveloped open space. The Specific Span shows parcels (PA-2 and PA-3) along this stretch to be designated for mixed use (commercial/office/residential) and general commercial, respectively.

Another similarly lovely west-facing stretch is parcel (PA-7) across from the public library. The Specific Plan also shows this land to be designated for mixed use (commercial/office/residential) development.

One of the most amazing qualities of Rancho Mirage is its striking surrounding natural beauty. Also impressive is the lovely aesthetic one experiences driving along 111. The development and landscaping are thoughtful, cohesive and uncluttered, reflecting the sense of what make us a well-managed and planned City. It's also what makes Rancho Mirage so distinctively different from neighboring desert cities.

That said, I think it's important to consider the value of maintaining **open green space on Highway 111**, particularly along the parcels mentioned above. Every stretch of available land may not need to be or should be developed on Highway 111. Having beautiful undeveloped bands of green space in some places is just as valuable to the look and feel of our city as future commercial or residential development. Perhaps some of these spaces can be designated as parks or just as scenic nature preserves/reserves.

C-1

Regards,

G. Chaise Nunnally
City of RM resident

D

February 1, 2022

Ref: Comments re Draft Environmental Report (SCH No. 2020069010) & Hwy. 111 Specific Plan dated 01/2022

To: Majna Dubic, Planning Manager, City of Rancho Mirage, Development Services Dept. 92270

We write to you, as City of Rancho Mirage manager and representative, to express our strong endorsement and support of findings and recommendations contained in the above-referenced Draft EIR dated Jan., 2022.

We especially are gratified to see the housing elements and corridor 111 upgrades and improvements. Owners of eight (8) separate residential lots since 2002 in Thunderbird View Estates, we believe changes to general plan and zoning will resuet in more housing and much more tax revenues for Rancho Mirage.

D-1

Very truly yours, Clock Investments, LLC

Owners: Lots 7, 8, 9, 21, 22, 23, 35, 36 in Thunderbird View Estates, approx. 2.25 acres

E

From: James Jenkin
To: Majna Dukic
Date: Sunday, February 13, 2022 8:45:25 PM

CAUTION: This email originated from outside The City of Rancho Mirage. DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe.

Hi. Thank you for reaching out for community feedback concerning your new Hwy 111 Specific Plan.

I read a news article that mentioned the plan. To be candid it took me a while to then find it on your site. For something this important, as a suggestion, it might want to be more upfront on your site and with a better summary fo key points as it is hard to find and then to wade through it all. I also looked through social to find it, but perhaps I didn't go back enough but couldn't see it easily. Maybe more outreach is needed to get as much feedback as possible.

I am a home owner off 111 in the Thunderbird community. Having skimmed the plan, I think there are some great things in the plan (bravo). I also overall commend RM city for its ongoing efforts to develop our community in a positive way. As a resident I am happy with the City's commitment to keeping our community a special one.

Here are some aspects of the plan that are important to me as a homeowner. Apologies if some are already included in the plan already, please take those as positive reaffirmations (I didn't have time to read whole plan in super detail as it was so long).

- In my view we should be encouraging development that makes 111 more accessible to walking/biking/golf carts. I would most happily use 111 a lot more for walking/biking/carting if it was more accessible and traffic slowed down a bit. But right now it feels like walking alongside a highway not walking in a town and honestly a bit hazardous. 111 needs an more expanded sidewalks and more trees (perhaps in the middle) so traffic slows down a bit and to make RM feel more like a town, not just communities off a freeway. More clearly define pedestrian crossings would create a sense of a walking community too. E-1

- RM should have something much better and predominant to signal its entrance. I know there are already the RM signs but for example when you arrive e.g. in IW you really know it, with the palms near Cook or the resort waterfalls etc, are amazing and cement that community. RM needs something better to define it, so people know it's not just an area to speed through, but they have arrived at an area that is worth slowing down a tad and enjoying, and then paying attention to the businesses there. E-2

- Trees, more trees and even more trees. Our landscaping along 111 is overall good but certain developments really let it down. Also we could do with more shade coverage to make it better for non car users. New development should be mandated not to just have 'acceptable' landscaping but exceptional landscaping and lighting plans. Could the city or Chamber of commerce work more with those existing businesses that could do with a spruce up and encourage them to do it. It would not be a lot of work for them and would make a difference. Making the palm trees a consistent line along 111 would be great - with less stop / starting. E-3

- I note the plan encourages exceptional architectural standards which I fully support. I think it is hard as architecture is always a bit subjective but I would love the city to bring in more eminent architects to act in advisory capacity for developers. We have so many talented architects in our community. For me, to be candid, even the renderings, while OK, are a tad generic. They could be anywhere to some extent, but they are most certainly better than what's there. Good design does not need to be way more expensive, and the more support given to developers in the area on this, the better the outcomes. E-4

- more historical landmarking of commercial structures of merit, should be done. Better lighting plans for these buildings would be great too. It's wonderful to see good architecture lit up well. E-5

- no more car yards please (: E-6

- And no more big bill boards offering plastic surgery either please. The signage actually is better in RM than in many communities, but we really don't need big bill board signs. They detract and give a freeway feel, not an intimate community feel. E-7

-As a related point the architecture of the fire station on 111 is really awesome. Is it landmark? Despite being one of the most interesting architectural fire stations potentially in the country, the landscaping and surrounds make it feel not noteworthy as you can't see it clearly and the car park in front looks run down and lets it all down. A talented landscape designer and lighting designer could make that that station an additional center piece in the middle of our community with minimal extra effort. E-8

Thanks for your continuing efforts to make our community a great one. You guys have my support as a homeowner.

Cheers,
James

F

From: harry lipetz
To: Majna Dukic
Subject: Highway 111
Date: Sunday, February 13, 2022 1:14:34 PM

CAUTION: This email originated from outside The City of Rancho Mirage. DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe.

Please, hands off 111. Let traffic flow as designed and intended without bottlenecks. It flows very well with excellent access & egress to local businesses with adequate sidewalks and cross walks. Keep golf carts on golf courses as intended and where they and others are relatively safe. It's enough already with the CV Link debacle.
Sam Lipetz
Rancho Mirage

F-1

G

From: Leon Pascucci
To: Majna Dukic
Subject: Highway 111
Date: Sunday, February 13, 2022 10:41:18 AM

CAUTION: This email originated from outside The City of Rancho Mirage. DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe.

I welcome a Master Plan for Highway 111 through Rancho Mirage. What I do not envision is a plan to slow vehicular traffic in favor of bicycles and pedestrians; most of us travel by car through our city and favor easy driving on daily tasks. Recreational travel by bikes or golf carts is already provided for throughout our city. From Frank Sinatra south to Country Club Drive is ideal for further commercial growth.

G-1

But let's plan for beauty: landscape and open space, maybe one quiet place like an oasis amidst commercial development. Furthering home furnishings offerings or galleries would be ideal as well as restaurants.

Thanks,
Leon Pascucci
Rancho Mirage CA

H

From: Michael Schneider
To: Majna Dukic
Subject: Hwy 111 general plan comment
Date: Sunday, February 6, 2022 7:52:34 PM

CAUTION: This email originated from outside The City of Rancho Mirage. DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe.

Hi,
I would like my comment to be publicly posted to the EIR:

I don't understand why the city isn't using this opportunity to make Highway 111 more multimodal. Highway 111, as the spine of Rancho Mirage, deserves to feel more like a main street than a highway. Its lanes are dangerously wide which encourages unsafe speeding. It lacks sidewalks and shade trees on both sides of the street in most locations. It has no bike lanes, which both bikes and golf carts could use. H-1

In planning for the next few decades of Highway 111, I urge the city to think beyond just the automobile. Let's add sidewalks with shade trees and curb level bike lanes on both sides. Let's narrow car lanes to slow down those that don't respect the speed limit. Let's create a safer, more enjoyable 111 that we'd like to spend time on instead of just travel through. We have to start planning beyond just the car to save our planet, and this project is a great way to start. H-2

Michael Schneider
La Cerra, Sunrise County Club, Rancho Mirage

From: steve scholl
To: Majna Dukic
Subject: Highway 111 Vision
Date: Sunday, February 13, 2022 7:31:49 AM

CAUTION: This email originated from outside The City of Rancho Mirage. DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe.

I read the letter in the Desert Sun soliciting citizen comments on re-imagining Highway 111.

I am an avid cyclist, one who wears highly visible clothing and stops at traffic signals. A rule-follower. Over my past 40+ years of cycling I have noted marked improvements on roads all over the United States to make cycling safer. The section of Highway 111 in Rancho Mirage is ripe for similar improvements.

I whole-hearted agreed with RM's rejection of the CV Link. I think it is a poorly planned, overly expensive impediment to traffic flow on city streets.

However, Highway 111 is an ideal location to situate a cycling lane. My reference to a cycling lane, is just that, a painted solid line, demarcating it from the traffic lane. I think there is sufficient space for the lane, and if not, reducing traffic to two lanes in one direction from three would not hurt, especially if the speed limit were reduced.

I-1

Thank you for taking the time to review my comments. Please feel free to contact me for further explanation.

Sincerely,

Steve Scholl
srs428@msn.com

Sent from my iPad

J

P: (626) 381-9248
F: (626) 389-5414
E: mitch@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

March 14, 2022

Majna Dukic, Planning Manager
City of Rancho Mirage
69-825 Highway 111
Rancho Mirage, CA 92270
Em: majnad@ranchomirageCA.gov

Kristie Ramos, City Clerk
City of Rancho Mirage
69-825 Highway 111
Rancho Mirage, CA 92270
Em: kristier@ranchomirageca.gov

RE: Highway 111 Specific Plan Environmental Impact Report
SCH No. 2020069010 – Comment Letter

Dear Majna Dukic and Kristie Ramos,

On behalf of the Southwest Regional Council of Carpenters ("**SWRCC**" or "**Southwest Carpenters**"), my Office is submitting these comments on the City of Rancho Mirage's ("**City**" or "**Lead Agency**") Draft Environmental Impact Report ("**Draft EIR**" or "**DEIR**") for the Highway 111 Specific Plan ("**Project**").

The Southwest Carpenters is a labor union representing more than 50,000 union carpenters in six states, including California, and has a strong interest in well-ordered land use planning, addressing the environmental impacts of development projects and equitable economic development.

Individual members of the Southwest Carpenters live, work and recreate in the area and surrounding communities and would be directly affected by the Project's environmental impacts.

SWRCC expressly reserve the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens*

J-1

for Local Control v. Bakersfield (2004) 124 Cal.App.4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

SWRCC incorporate by reference all comments raising issues regarding the environmental impact report ("**EIR**") submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the Project's environmental documentation may assert any issue timely raised by other parties).

Moreover, SWRCC request that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("**CEQA**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq*, and the California Planning and Zoning Law ("**Planning and Zoning Law**"), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body. J-1 Cont.

The City should require community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

> . . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

J-1
Cont.

Recently, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component" can result in air pollutant reductions.[2]

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to "promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions."[3]

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City "[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint

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[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf.

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10.

[3] City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf.

labor-management training programs, . . ."[4] In addition, the City of Hayward requires all projects 30,000 square feet or larger to "utilize apprentices from state-approved, joint labor-management training programs."[5]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[6]

J-1
Cont.

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.[7] Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing." The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about

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[4] City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf.

[5] City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

[6] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf.

[7] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

negotiating corporate participation in First Source as a condition of approval for development permits.

The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

J-1 Cont.

Also, the City should require the Project to be built to standards exceeding the current 2019 California Green Building Code and 2020 County of Los Angeles Green Building Standards Code to mitigate the Project's environmental impacts and to advance progress towards the State of California's environmental goals.

I. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. CEQA Guidelines § 15002(a)(1). "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR 'protects not only the environment but also informed self-government.' [Citation.]" *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal. App. 4th 1344, 1354 ("*Berkeley Jets"*); *County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810.

J-2

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets,* 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553; *Laurel Heights Improvement Ass'n v. Regents of the University of California* (1988) 47 Cal. 3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened

all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position.' A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" *Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added) (quoting *Laurel Heights,* 47 Cal. 3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA's information disclosure requirements presents a question of law subject to independent review by the courts. (*Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102, 131.) As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

> A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

J-2
Cont.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

B. <u>Due to the COVID-19 Crisis, the District Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts</u>

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. PRC § 21083(b)(3); CEQA Guidelines § 15065(a)(4).

Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[8]

Southwest Carpenters recommend that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. Southwest Carpenters requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Southwest Carpenters' experience with safe construction site work practices, Southwest Carpenters recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

J-2
Cont.

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.

[8] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her

J-2
Cont.

human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[9]

J-2
Cont.

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Southwest Carpenters has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.[10]

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[9] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

[10] For details concerning Southwest Carpenters's ICRA training program, *see* https://icrahealthcare.com/.

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

J-2 Cont.

II. THE DRAFT EIR VIOLATES CEQA AS IT IS INCOMPLETE AND INACCURATE.

"An EIR is not a document of advocacy but of information." *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 738. The Draft EIR here does not pass muster under CEQA in many respects, since it misstates or understates critical information and does not provide good faith disclosures.

A. Project Description Is Not Accurate, Stable and Finite.

CEQA requires the EIR to provide a project description. "An EIR requires an "accurate, stable, and finite" project description. (*County of Inyo v. Cty. of Los Angeles* (1977) 71 Cal.App.3d 185, 193.) A project description must include the location and boundaries of the project, a statement of its objectives, and a general description of the project's technical, economic, and environmental characteristics, but should not supply "extensive detail beyond that needed for evaluation and review of the environmental impact." (CEQA Guidelines § 15124.) A description may be inadequate if, for example, it omits substantial, integral elements of a project, or is internally contradictory. (*Santiago County Water Dist. v. County of Orange* (1981) 118 Cal.App.3d 818, 829; *San Joaquin Raptor Rescue Ctr. v. County of Merced* (2007) 149 Cal.App.4th 645, 655.)

J-3

The Draft EIR is misleading and inaccurate as it misstates and understates the Project's proposed density increases and scope or provides incomplete information about it, which, in turn, taints the entire EIR and its impacts/mitigation analysis.

Critically, the DEIR is not accurate, stable or finite as to the proposed or ultimate *density* increase under the Project (or its Alternatives). Thus, under the Project, the Draft EIR estimates 1,176 unit-increase only. (DEIR, 2.10-7.) As compared with the no project amount of 130 units (DEIR, 2.10-5), this means an 805% increase in density. The Draft EIR does not clearly disclose this massive density *increase in percentage,* leaving it up to the public to make those calculations to understand the massive density increases under the Project or Alternatives and their impacts. In fact,

the Draft EIR masks this huge density increase by claiming that the "No Project" Alternative 3 provides only 1/3 of the number of units proposed by the Project, where in fact it must be 1/9 (130 units in baseline vs. 1,176 units in proposed project). (*See* discussion at Section II.D, *infra* [Alternatives].) This omitted and/or misleading information about the Project's *general density increases* violates CEQA's good faith disclosure mandate about the scope of the project.

In addition, the Draft EIR *understates* the Project's proposed *scope* and *changes*. Thus, for example, based on the Draft EIR's baseline (environmental setting) and proposed project description, the increase of density, per various zoning designations, is from:

- 2 units/acre to 9 units/acre for Residential High Density Zoning (RH) (**350% increase**)
- 9 units/acre to 16-28 (or 34 units/acre with affordable component) for High Density Residential - Specific Plan (RH-SP) (**77%-211%**, or **278%** increase with affordable units)
- 9 units/acre to 16-28 (or 35 units/acre with affordable component) for Mixed Use (M-U) zoning[11] (see 72 potential units ÷ 8 acres of developable land in baseline vs. 1002 potential units ÷ 36 acres of developable land under the proposed project.)

J-3
CONT.

DEIR, pp. 2.10-5 [current plan] & 2.10-7 [proposed project], p. 1-8 [M-U].

The Draft EIR *understates* the proposed scope and changes in the project description because:

1) the Draft EIR calculates the total increase of units under the Project (1,176 units increase) based only on the 28 units/acre count in High Density Residential – Specific Plan zoning (R-H/SP), whereas it discloses in a *different* section that the R-H/SP zoning may allow up to 34 units/acre, with the affordable housing component or overlay.

[11] The Draft EIR does not explicitly mention density changes for M-U and requires the public "to ferret out" that information from other sections in the EIR, in further violation of CEQA. (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 659 ["The decisionmakers and general public should not be forced to sift through obscure minutiae or appendices in order to ferret out the fundamental baseline assumptions that are being used for purposes of the environmental analysis."]")

(DEIR, p. 1-8.) This omission is further critical since, per the Draft EIR, in Mixed Use (M-U) zoning the residential component will be based on HR-SP density (i.e., up to 34 units/acre) rather than capped at 0.35 Floor Area Ratio (FAR). (DEIR, p. 1-8.) In other words, the Draft EIR is understating the density increases in R-H/SP and M-U zones, because 28 units/acre may well turn into 34 units/acre; i.e., result in an additional 21% increase that is understated. This omission is also essential since both state law and municipalities are increasingly mandating inclusionary or affordable housing provisions in every project or, at a minimum, provide significant density bonus and incentives for projects with just a fraction of affordable units in order to incentivize developments with affordable housing. Thus, it is reasonably foreseeable that the R-H/SP and M-U zoning will in fact allow up to 34 units/acre, along with reasonably foreseeable future inclusionary zoning municipal or state law changes.

J-3
CONT

2) The Draft EIR's project description is inaccurate as it understates the scope of proposed changes by calculating density increase based solely on *vacant* or *undeveloped* land. (DEIR, pp. 2.10-5 & 2.10-7.) Yet, the Draft EIR is for a Specific Plan and proposes to upzone the entire West and East Specific Plans' areas (684± acres; DEIR, p. 3.5-1) – it is not just for the specific undeveloped or vacant parcels. Hence, it is reasonably foreseeable that the presently developed land may be redeveloped with the additional density. The Project's description needs to consider the reasonably foreseeable changes and all phases of the Project, including its planning and implementation: "'[a]ll phases of project planning, implementation, and operation must be considered in the initial study of the project' (Guidelines, § 15063, subd. (a)(1)), and an EIR must address all phases." (*City of Carmel-by-the-Sea, supra,* 183 Cal.App.3d at pp. 242–243, 227 Cal.Rptr. 899.)

Factually and specifically, the EIR applied the 9 units/acre increase from 2 units/acre in R-H zone only to vacant lands; it also applied 28 or 34 units/acre increase from 9 units/acre in R-H/SP and M-

U zone only to the "172 acres" of vacant undeveloped land vacant lands (DEIR, p. 3.5-1) and omitted the potential higher density developments on the remaining "374± acres of developed land, 138± acres of street right-of-way." (DEIR, p. 3.5-1.)

3) The Draft EIR's project description is inaccurate, as it calculates mixed-use zoning based on 60% commercial and 40% residential (e.g., DEIR, p. 2.10-7, fn. 6), which ratio may well change or fluctuate, especially where, as here, the Project will also allow for residential development in M-U zoning to have *its* own FAR based on H-R/SP zoning, *separate* from the commercial component capped by 0.35 FAR: "Residential development within a mixed-use project shall apply the R-H/SP densities of 16-28 du/ac., not the [0.35] FAR." (DEIR, p. 1-8.)

4) The Draft EIR's project description and proposed changes are also not finite or accurate since the Project allows for **density transfers** (e.g., from higher zoned places to lower zoned ones), which may add densities (DEIR, p. 1-9), and yet are not calculated or considered in the Project (or its Alternatives) description. (DEIR, pp. 2.10-5 & 2.10-7 [baseline and proposed project]; DEIR, pp. 3.10-3, 3.10-2, 3, 4, 5 [baseline and Alternatives 1-3].) This means some parcels that may yield additional density due to density transfers have not been calculated.

J-3
CONT.

"By giving such conflicting signals to decisionmakers and the public about the nature and scope of the activity being proposed, the Project description was fundamentally inadequate and misleading." *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 655–656. An accurate description of the proposed project is "the heart of the EIR process." (*Sacramento Old City Assn. v. City Council* (1991) 229 Cal.App.3d 1011, 1023.) "An accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity. [Citation.]" (*McQueen v. Board of Directors* (1988) 202 Cal.App.3d 1136, 1143.) " 'A curtailed or distorted project description may stultify the objectives of the reporting process. Only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposal … and weigh

other alternatives in the balance. An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR.'" (*Sacramento Old City Assn. v. City Council*, *supra*, at 1023.)

In sum, the Draft EIR's project description in terms of proposed density increases and proposed scope/changes is not accurate, stable, or finite, which taints the rest of the EIR analysis, including those of impacts.

J-3 CONT.

B. The Project's Impacts/Mitigation Analysis and Discussion is Fatally Flawed Because of the Inaccurate Project Description.

In view of the Draft EIR's incomplete, inaccurate and unstable project description (*see* Section II.A, *supra*), the discussion of project impacts and their mitigation is flawed *ab initio*. (*See Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 515-516; also *League to Save Lake Tahoe Mountain Area Preservation Foundation v. County of Placer* (2022) __Cal.Rptr.3d ___, ___; __Cal.App.5th __(Cal. Ct. App., Feb. 14, 2022, No. C087102) 2022 WL 442815, at *13 [whether the EIR's *discussion* of impacts is adequate is subject to a mixed standard of review, where the Draft EIR's compliance with statutory mandates or omission is reviewed *de novo*].)

J-4

In addition, the EIR's cumulative impacts analysis critically omits the cumulative impact of the Specific Plan's massive upzoning along with other large projects approved in the City, such as Section 31 Specific Plan, or reasonably foreseeable plans, now proposed *in the* City itself, such as Disney's Cotino project of "about 1,700 homes, 400 hotel rooms, some commercial buildings and a 24-acre swimmable lagoon that will be open to the public."[12]

The Draft EIR is critically flawed on its individual and cumulative impacts assessment because of the noted omissions. It must be updated to fully disclose and mitigate these individual and cumulative impacts.

C. The Project's Baseline Is Inaccurate.

J-5

CEQA's first objective is to identify the impacts. *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 563–564; Guidelines §§ 15002, 15003(a). Without an adequate baseline, "analysis of impacts, mitigation measures and project alternatives

[12] See article on Disney's Cotino project, as officially announced in February of 2022 https://www.desertsun.com/story/news/local/rancho-mirage/2022/02/16/disney-storyliving-cotino-homes-building-rancho-mirage-club/6801192001/

becomes impossible." *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 953.

J-5 CONT.

The Draft EIR's baseline is inaccurate, which – in addition to the inaccurate project description – also tainted the EIR and impacts analysis. (*See* Sec. II.D, *infra* [No Project Alternative/Baseline].)

D. The Draft EIR's Discussion of Alternatives 1-2 and the "No Project" Alternative 3 and Baseline Violate CEQA.

CEQA requires that "[a]n EIR shall describe a range of reasonable alternatives…." Guidelines § 15126.6(a). Guidelines § 15151 provides that sufficiency or adequacy of the EIR is evaluated for "adequacy, completeness, and a good faith effort at full disclosure." The description of alternatives in the Draft EIR is inadequate, incomplete and lacking in good faith effort at full disclosure.

The Draft EIR describes the Alternatives as follows:

- Alternative 1 - 672 unit-increase (Reduced Residential) (= 517% density increase)[13]
- Alternative 2 - 840 unit-increase (Increased commercial) (= 646% density increase)
- Alternative 3 (no project) - 130 unit-increase (= 0% increase)

J-6

(DEIR, pp. 3.10-3 – 3.10-5.)

The Draft EIR's *chart* presenting the Project's environmental setting, or the *baseline,* is identical to the chart presenting the "No Project" Alternative 3. (DEIR, pp. 2.10-5 & 3.10-2.)

The Draft EIR does not accurately disclose to the public these density *increases* in the Alternatives as compared to the *baseline* to allow the determination of impacts, but rather analyzes percentage *decreases* comparing Alternatives 1-2 with the Project itself or increases/decreases as comparing Alternatives among themselves.

E.g., DEIR provides, in relevant parts:

"3.1.3. Alternative 1 – Reduced Residential Alternative

[13] The DEIR does not disclose these density increases in percentages.

The primary **difference** between the **proposed Project** and **Alternative 1** is the approximately **33 percent reduction** in the number of potential residential units upon planning area buildout. It also results in a **modest (2%) increase** in potential commercial space and with a differing distribution between four commercial and office land use categories. The acreage dedicated to institutional and open space lands is essentially the same as the proposed Project. Table 3-1 breaks down the existing and potential land uses associated with Alternative 1.

3.1.4. Alternative 2 – Increased Commercial Alternative

Alternative 2 provides about **16% more residential potential** than **Alternative 1** but still **22.3% fewer** potential residential units than the proposed **Project**. Again, while the mix of commercial uses under the Alternative 2 scenario differs, this alternative results in a **modest (less than 1%) increase** in potential commercial and office space compare [sic] to Alternative 1. The most important difference is the substantial reduction in neighborhood commercial lands and increase in potential office space. In the overall, **Alternative 2** yields an **increase of about 4%** in potential commercial space compared to the **proposed Project**. Table 3-2 breaks down the existing and potential land uses associated with Alternative 2. 3.1.5.

J-6 CONT.

Alternative 3 – "No Project" Alternative

The No Project alternative would assume that the existing East and West Highway 111 Specific Plans would remain in effect. The overall intensity of development and operations **would remain largely as they exist** today **but** upon buildout the planning area would provide **less than one-third** the number of **potential** residential units and a **7% increase in commercial and office** potential." DEIR, p. 3-3 (Emph. added).

To the extent *all* Alternatives and their calculations of density/intensity increase have the same flaws as described in the project description (e.g., understated density in H-R/SP and M-U zoning, calculation of only vacant parcels) (Sec. II.A, *supra*), all Alternatives are flawed *ab initio*.

On a separate ground, the "No Project" Alternative 3 violates CEQA's statutory requirements and good faith disclosure mandates. The Draft EIR misleadingly notes only a 1/3 reduction in residential unit count when comparing it to the Project and further equivocates that with an ambiguous "**would remain largely as they exist**

J-7

today **but** upon buildout the planning area would provide **less than one-third** the number of **potential** residential units and a **7% increase in commercial and office** potential." (DEIR, p. 3-3.) First, this description is vague and inconsistent: it states that the overall intensity will remain "largely" as they exist and also suggests a change (less than one-third the number of potential residential units and a 7% increase in commercial/office component). This change, however, is not reflected in the Draft EIR's chart for the "No Project" Alternative 3, as compared with the baseline. (DEIR, pp. 3.10-2 & 3.10-5.)

Second, the Alternative 3 ("No Project"), suggesting a change as compared to the baseline, violates CEQA. Unlike a physical development project – the "no project" alternative for a specific plan, as here, is the "continuation of the existing plan, policy or operation into the future . . . . Thus, the projected impacts of the proposed plan or alternatives would be compared to the impacts that would occur under the existing plan." Guidelines § 15126.6(e)(3)(A). *See also* Guidelines § 15126.6(e)(1) ("The no project alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is *identical* to the existing environmental setting analysis which does establish that baseline (see Section 15125)". Accordingly, as a matter of law, since the Project here is a specific plan, the "No Project" Alternative 3 must have been *identical* to the EIR's baseline rather than "largely remain as it [the plan] exists today" and should not have added any changes. Factually, the *description* of the "No Project" Alternative 3 is inaccurate since it suggests that Alternative 3 will produce one-third less density than the Project, where, in reality the 130 *new* potential unit-increase in Alternative 3 or Baseline (DEIR, pp. 3.10-2 & 3.10-5) is *one-ninth* of the 1,176 *new* potential increase under the Project (DEIR, 2.10-7 [1,176 units ÷ 130=9].) Stated otherwise, 1/3 decrease of new units in the Alternative 3 and Baseline as compared with the *new* potential 1,176 units under the Project is 392 new units, not 130 units, as represented in the Draft EIR for Alternative 3 or Baseline.

J-7
CONT.

Since the "No Project" Alternative 3 and the Project's Baseline must be identical, the above-described discrepancies in the "No Project" Alternative 3 are applicable to the Baseline. Therefore, the EIR's baseline is also fatally flawed.

The noted discrepancies of the "No Project" Alternative 3 are in addition to the fact that – as compared with the Baseline (the continuation of the existing plan) – the Project proposes a number of other changes that can reasonably lead to more density; e.g., density transfers, calculation of FAR for the residential portion in mixed-use

buildings *separate* from the 0.35 FAR for the commercial part, or the 60/40 ratio of commercial/residential components in mixed use development assumed in all calculations.

In light of mentioned inconsistencies, the Draft EIR does not have a "No Project" Alternative, in violation of CEQA. Pub. Res. Code 15126.6(e). The Draft EIR's "No Project" Alternative 3 is not a genuine "no project" alternative, but just another type of *reduced* residential alternative, which – if described as such – can well be chosen by the decisionmakers and the public for approval. But because it is now listed as a "No Project" Alternative 3 and also because it is inaccurately or misleadingly presented in the Draft EIR, the Draft EIR does not list it as an environmentally superior alternative that the public or decisionmakers may ultimately choose. (See Guidelines § 15126.6(e)(2), DEIR, p. 3.18-1.)

In addition, the Draft EIR's conclusion that Alternative 1 is determined to be the *environmentally superior* one is not supported by the Draft EIR's findings, since – based on the EIR's own Table 3.18-1 – Alternative 1 will produce *more* impacts in various than Alternative 2. (DEIR, p. 3.18-1.)

In sum, because of the Draft EIR's failure to accurately describe and analyze Alternatives, including a genuine "No Project" Alternative, an environmentally superior alternative, the Draft EIR is fatally inadequate. The Draft EIR is also flawed for its inaccurate Baseline that violates CEQA's descriptions and forecloses accurate determination of Project impacts.

J-7 CONT.

E. The Draft EIR's Air Quality/GHG/Hazards Impacts Analysis Is Inaccurate and Incomplete.

In view of the Projects'/Alternatives' understated scope and density increases, the Draft EIR fails in its air quality/GHG/hazards impact analysis.

J-8

Critically, the Project is a specific plan, and as such, it will or may foreclose CEQA analysis on many individual development projects, including under Govt. Code § 65457; CEQA Guidelines § 15182.[14] Hence, the Draft EIR's conclusion that there will

[14] *See* https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65457.

be project-by-project analysis of GHG impacts in the future is illusory, since such project-by-project analysis may be foreclosed as a matter of law.

Further, the Draft EIR heavily relies on existing mitigation measures in the general plan and other documents and assumes case-by-case analysis and mitigation of impacts later. This reliance is improper in view of the **additionality** concept: the existing general plan or other plans do not take into account the extensive upzoning proposed under the Specific Plan Project here. The Draft EIR and its appendix D are silent as to this **additionality** requirement in Health & Safety Code section 38562, subdivision (d)(2), which provides "the reduction *is in addition* to any greenhouse gas emission reduction otherwise required by law or regulation, and any other greenhouse gas emission reduction that otherwise would occur." (Health & Saf. Code, § 38562(d)(2); *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, 514.)

J-8
CONT.

Further, the Draft EIR is inconsistent as to GHG impacts disclosures. Thus, even though the Draft EIR admits there may be significant and unmitigable air quality and GHG impacts, it then concludes that - with mitigation - those impacts will be less than significant, except for GHG individual and cumulative impacts. DEIR, p. 2.4-21-22. This is inaccurate and inconsistent with the DEIR's statement in the executive summary that all impacts will be less than significant and therefore no statement of overriding considerations is prepared. DEIR, p. ES-3 [summary].

In addition, the Draft EIR omits discussion of various air quality/GHG impacts that may be generated by various traffic/circulation changes the Project contemplates.

Similarly, the Draft EIR's reasoning and conclusions in hazards & hazardous materials, Section 2.8 (DEIR, at pp. 2.8-1 through 2.8-17, esp. 2.8-11—12) are inaccurate and erroneous. The Draft EIR appears to focus on new constructions only. However, the Draft EIR's Notice of Preparation ("NOP") admitted that the project area is developed with uses that generate hazardous materials. Therefore, it is reasonably foreseeable that there *may* be potential soil disturbance and contamination issues if the presently developed industrial sites get redeveloped or if new construction is developed adjacent to those industrial sites. This is because soil contamination and vapor intrusion from those or adjacent sites may occur upon soil disturbance. *Parker Shattuck Neighbors v. Berkeley City Council* (2013) 222 Cal.App.4th 768, 786 ("vapors from the two VOCs may travel through the soil into buildings constructed on the site through a process known as vapor intrusion and thereby expose these buildings' residents to polluted air.")

J-9

Further, the Draft EIR concludes that there will not be significant hazards impacts (but admits high winds and wildfire potential) and concludes no mitigation will be necessary. The EIR's conclusions are not supported by substantial evidence and lack analysis to bridge the analytic gap of how the EIR travels from evidence to its conclusions.

J-9 CONT.

Lastly, the Draft EIR is internally inconsistent. It concludes – even with mitigation, the GHG impacts will be "potentially significant and unavoidable," yet provides that no statement of overriding considerations will be prepared because the project will have no unmitigable impacts. (See DEIR, p. ES-8 vs ES-3.)

F. The Project's Traffic Impacts Analysis and Conclusion Are Inaccurate and Incomplete.

The Draft EIR's traffic analysis is inaccurate *ab initio* since it relies on inaccurate baseline and Project density calculations. (See Sections II.A & D, supra.)

In addition, the EIR reveals some road reconfigurations (e.g., off-site parking will be removed on at least one street, bus turnouts will be added) proposed or contemplated under the proposed Project and attributes those changes to the improvement of safety to prove no impacts. DEIR, p. 2.16-20. While those changes may have their own impacts (e.g., parking impacts, traffic delays, emissions due to cars idling caused by traffic or driving around to find parking), the Draft EIR does not consider those in its traffic analysis by presenting those configurations as merely a mitigation measure rather than part of the project. (*Lotus v. Department of Transportation* (2014) 223 Cal.App.4th 645, 655–656 ["By compressing the analysis of impacts and mitigation measures into a single issue, the EIR disregards the requirements of CEQA"].)

J-10

The Draft EIR conducts an LOS analysis, where it considers LOS D and E acceptable based on consistency with the general plan. However, consistency with a threshold of significance does not categorically mean no significant impacts. (*Oro Fino Gold Mining Corp. v. County of El Dorado* (1990) 225 Cal.App.3d 872, 881–882 ["Initially, we note that conformity with a general plan does not insulate a project from EIR review where it can be fairly argued that the project will generate significant environmental effects. (*City of Antioch v. City Council,* supra, 187 Cal.App.3d at p. 1332, 232 Cal.Rptr. 507.)"]) In addition, the General Plan adopted long before did not contemplate the *additional* density and intensity proposed by the Project; hence, it may not be relied upon to conclude that the Project will have no traffic impacts.

The Draft EIR also conducts VMT analysis and concludes that the Proposed project will reduce VMTs. Since the EIR significantly understates the Project's density and intensity, this analysis is also based on such understated raw data and is therefore fatally flawed.

J-10 CONT.

Because of the above-mentioned errors and omissions, the Draft EIR's conclusion that the Proposed Project will not have any significant impacts and therefore no mitigation is necessary is flawed and unsupported.

III. THE PROPOSED MITIGATION MONITORING PROGRAM ("MMRP") VIOLATES CEQA AS IT IS UNENFORCEABLE, ILLUSORY AND/OR UNSUPPORTED; IT ALSO VIOLATES *TOPANGA* RULE REQUIRING TO BRIDGE THE ANALYTIC GAP.

The MMRP is inadequate on several issues and for several reasons, as detailed below.

- **Air Quality** (DEIR, p. ES-7) mitigation measures are:
  - incomplete as MMRP focuses on construction period, not operation;
  - illusory and ineffective as MMRP only requires a developer to include a note for contractors to use low emission equipment. There is no mandate to enforce the note requirements.

J-11

- **GHG** (DEIR, p. ES-8) mitigation measures are:
  - Vague and unenforceable in view of subjective criteria (e.g., "appropriate site orientation", "possibility for incorporation…");
  - Unenforceable because of being merely a recommendation (e.g., installation of energy charging vehicles shall be encouraged);
  - Unenforceable and ineffective because MMRP only requires a study and is only for projects requiring CEQA (e.g., requires to conduct a detailed CEQA analysis based on the "current" Sustainability Plan, where a study itself cannot mitigate impacts; also omits the additionality aspect; timing

of such study is before issuance of grading permits, rather than prior to the approval of the project.)

- **Cultural Resources** (DEIR, p. ES-10-11) mitigation measures are:
  - Vague, ineffective, and unenforceable.

E.g., CUL-1 does not capture development on a historic site or demolition or alteration, but only preservation or reconstruction; also mentions that an "assessment" will be conducted, which will be deemed no significant impacts. However, an assessment or study by itself cannot lessen significant impacts. Also, the Draft EIR points that preservation *on-site* should be *encouraged*, which suggests that preservation *off-site* may be an option as well; the MMRP, therefore, is not effective or mandatory.

In addition, CUL-2, CUL-3, CUL-4 use subjective statements, such as "where appropriate" and "whenever feasible," "where deemed necessary." These statements fall short of being mandatory.

- **Geological impacts (**DEIR, pp. ES 12-15): mitigation measures are:
  - Ineffective since most measures are required, if at all, after the project approval. The only mitigation *prior to project approval* is if the slopes are steep. Yet, the Notice of Preparation for the EIR mentions potential earthquake fault issues.
  - Vague and therefore ineffective, since MMRP uses subjective language such as "adequate" or "proper," where those are open to subjective interpretation.
  - ineffective, as the MMRP largely relies on regulatory measures to conclude and disregards the issue of additionality: "The City shall continue to…" Yet, compliance with existing regulatory measures may not necessarily mitigate the significant cumulative density increases proposed under the Project involving 684 acres.
- **Noise** (DEIR, p. ES-17): mitigation measures are:
  - Ineffective since the MMRP focuses on the *interior* noise levels, whereas CEQA is primarily about the surrounding environment *outside* the project. In addition, it suggests that a project's external noise can be offset by an acoustical report that shows internal noise levels will be low; it provides not explanation or analysis for the conclusion that such offsetting is realistic or feasible. There is also discrepancy in the MMRP, since the chart in the *description* of "mitigation measure" says acoustical report should be submitted "prior to issuance of a building permit," which is usually after the

J-11
CONT.

approval, whereas the right column indicates timing as being "prior to project approval."

- **Recreation** (ES-19): mitigation measures are ineffective as they fully rely on development impact fees, without making sure adequate recreation sites will be available to accommodate the induced density increases in the Project. (*California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, 197. [" '[A] commitment to pay fees without any evidence that mitigation will actually occur is inadequate." (*Save Our Peninsula, supra,* 87 Cal.App.4th at p. 140, 104 Cal.Rptr.2d 326.)'."])

J-11 CONT.

"Mitigation measures must be feasible and enforceable. (CEQA Guidelines, § 15126.4, subds. (a)(1) & (a)(2).) " 'Feasible' means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Pub. Resources Code, § 21061.1.) Any mitigation measure must be " 'roughly proportional' to the impacts **592 of the project." (CEQA Guidelines, § 15126.4, subd. (a)(4)(B).)" *Napa Citizens for Honest Government v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 360–361. The MMRP does not comply with CEQA and applicable case law as the mitigation measures it proposes are vague, inconsistent and unenforceable.

IV. THE PROJECT IS INCONSISTENT WITH THE GENERAL PLAN AND OTHER LOCAL PLANS; VIOLATIONS OF PLANNING AND ZONING LAWS AND CEQA.

The Project's consistency with the General Plan is required under the Planning and Zoning Law. (DEIR, p. 2.10-2; Govt. Code § 65454). Project's inconsistency with one fundamental, specific general plan policy may scuttle the project. *Families Unafraid to Uphold Rural El Dorado County v. El Dorado County Bd. of Sup'rs* (1998) 62 Cal.App.4th 1332, 1341–1342 (FUTURE case)

Further, the Project's *inconsistencies* (rather than consistencies) with the General Plan need to be analyzed for purposes of CEQA. Guidelines § 15125(d).

J-12

The EIR claims that the Project is consistent with the General Plan. It provides, in relevant parts:

> "The Proposed Project is related to or must accommodate other plans developed in the City and Coachella Valley. These include the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), the South Coast Air Quality Management District (AQMD) Air Quality Management Plan, and the Coachella Valley PM10 State Implementation Plan. Local Plans Local plans

> taken into consideration include the Rancho Mirage General Plan. The existing and proposed land uses in the Specific Plan area are **consistent** with existing development and the type and scale of development allowed under the City General Plan. The Highway 111 Specific Plan provides a fine-grained implementation of the goals, policies and programs of the City General Plan, addressing the types, locations and distributions of various land uses, the availability and adequacy of major infrastructure and services, development standards and processes. In addition, the City General Plan recognizes the appropriateness of and allows both high-density residential and mixed-use development at **densities of at least 20 units per acre** and **up to 28 units per acre** (also see Ordinance No. 989, adopted 2010)." DEIR, 1-17, emph. added.

J-12
CONT.

Contrary to the statement in the Draft EIR, the Project violates the City's General Plan as it: (1) allows density transfers and (2) enables higher density *beyond 28* units per acre up to 34 units per acre (a 21% increase) in both H-R/SP and M-U zones. DEIR, p. 1-9 [density transfer]; p. 1-8 [arbitrary planning areas]; 1-8 [density may go up to 34 units per acre, along with the affordable housing provision in high residential zoning RH-SP]; 1-8 [in mixed use zoning, despite the Floor Area Ration (FAR) limit of 0.35 FAR, residential zoning density will not be subject to this 0.35 FAR but rather the RH-SP FAR of 28 units per acre, which – along with the affordable housing provision – may reach up to 34 units per acre.] Thus, the conclusion in the Draft EIR about the consistency of the Project with the General Plan's density is inaccurate and unsupported.

The Draft EIR's analysis also violates CEQA as it does not focus on the *inconsistencies* or *conflicts* of the Project with the General Plan as required by CEQA (and instead focuses on *consistencies*) and because it misstates that it is consistent with the General Plan, whereas its proposed density increases exceed the limits in the General Plan.

If the City has any questions or concerns, please feel free to contact my Office.

Sincerely,

Naira Soghbatyan
Attorneys for Southwest Regional

Council of Carpenters
Attached:

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2]

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
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Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Mininum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5295	1,627.5295	0.1185	0.0000	1,630.4925
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6826**	**1,721.6826**	**0.1294**	**0.0000**	**1,724.9187**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6991
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5291	1,627.5291	0.1185	0.0000	1,630.4921
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6823**	**1,721.6823**	**0.1294**	**0.0000**	**1,724.9183**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**9-1-2021**	**11-30-2021**	1.4103	1.4103
2	**12-1-2021**	**2-28-2022**	1.3613	1.3613
3	**3-1-2022**	**5-31-2022**	1.1985	1.1985
4	**6-1-2022**	**8-31-2022**	1.1921	1.1921
5	**9-1-2022**	**11-30-2022**	1.1918	1.1918
6	**12-1-2022**	**2-28-2023**	1.0774	1.0774
7	**3-1-2023**	**5-31-2023**	1.0320	1.0320
8	**6-1-2023**	**8-31-2023**	1.0260	1.0260

9	**9-1-2023**	**11-30-2023**	1.0265	1.0265
10	**12-1-2023**	**2-29-2024**	2.8857	2.8857
11	**3-1-2024**	**5-31-2024**	1.6207	1.6207
		Highest	2.8857	2.8857

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1521
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1520
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1115	0.0000	1,345.2291
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6554**	**1,418.6554**	**0.1215**	**0.0000**	**1,421.6925**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7651	210.7651	0.0600	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4409	1,342.4409	0.1115	0.0000	1,345.2287
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6354	44.6354	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6550**	**1,418.6550**	**0.1215**	**0.0000**	**1,421.6921**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**9-1-2021**	**11-30-2021**	1.4091	1.4091
2	**12-1-2021**	**2-28-2022**	1.3329	1.3329
3	**3-1-2022**	**5-31-2022**	1.1499	1.1499
4	**6-1-2022**	**8-31-2022**	1.1457	1.1457
5	**9-1-2022**	**11-30-2022**	1.1415	1.1415
6	**12-1-2022**	**2-28-2023**	1.0278	1.0278
7	**3-1-2023**	**5-31-2023**	0.9868	0.9868
8	**6-1-2023**	**8-31-2023**	0.9831	0.9831

9	**9-1-2023**	**11-30-2023**	0.9798	0.9798
10	**12-1-2023**	**2-29-2024**	2.8757	2.8757
11	**3-1-2024**	**5-31-2024**	1.6188	1.6188
		Highest	2.8757	2.8757

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0956
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0955
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment C

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,623
Amortized (MT CO2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized (MT CO2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
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Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

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Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

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Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

Highway 111 Specific Plan **Revised: 10.18.22**
City of Rancho Mirage, Riverside County, California

Mitigation Monitoring/Reporting Program
Note that mitigation measures are to be applied to each individual development proposal submitted within the Specific Plan area.

Task and Brief Description	Responsible Party	Timing/Phase	Action to Be Taken to Comply with Task	Task Started / Completed		Remarks	Environmental Compliance	
				Start	End		Initial	Date
Environmental Impact Report (SCH No.2020069010) Mitigation Measures								
AESTHETICS								
AES-1: Landscaping plans and materials along rights-of-way and other development site perimeters shall serve to create a harmonious transition between individual development sites and the surrounding environment. Visual order in landscape designs and materials shall be used to establish or enhance visual order to streetscapes, parking areas, building perimeters and open space areas.	City, Applicant, Project Landscape Architect	Concurrent with project app submittal.	Submit final project landscape plans to Planning Department for approval. City monitoring of construction for conformance to approved plans.					
AES-2: Free-standing walls and fences, where contemplated, shall be constructed as so as to minimize impacts to scenic vistas to the greatest extent practicable, and to define and delineate surrounding areas. Individual project landscaping should frame views, obscure or soften hard edges and enhance security.	City, Applicant, Project Landscape Architect	Concurrent with project app submittals and during construction.	Submit final project landscape plans to Planning Department for approval. City monitoring of construction for conformance to approved plans.					
AES-3 All outdoor lighting shall be in compliance with the Section 17.18.050 of the Rancho Mirage Municipal Code and applicable Specific Plan guidelines. Other lighting recommendations include the following: a. Outdoor lighting shall be limited to the minimum height, number and intensity of fixtures needed to provide security and identification, taking every reasonable effort to preserve the community's night skies. b. Lighting fixtures shall be of appropriate scale, style and character of the architecture. No lighting which incorporates flashing, pulsing or is otherwise animated shall be permitted. c. The intensity of light at the boundary of a development site shall not exceed seventy-five (75) foot lamberts from a source of reflected light. d. All lighting shall be directed onto the individual development site and away from adjacent properties and public streets, provide appropriate shielding and minimal fixture height to ensure minimum impact on adjoining lands and streets.	City, Applicant, Project Landscape Architect	Concurrent with project app submittals and during construction.	Submit final project lighting plans to Planning Department for approval. City monitoring of construction for conformance to approved plans.					

Mitigation Monitoring/Reporting Program
Note that mitigation measures are to be applied to each individual development proposal submitted within the Specific Plan area.

Task and Brief Description	Responsible Party	Timing/Phase	Action to Be Taken to Comply with Task	Task Started / Completed		Remarks	Environmental Compliance	
				Start	End		Initial	Date
e. Elevated lighting, including but not limited to parking lot lighting, shall be full cut-off fixtures. Drop or sag lens fixtures shall not be permitted.								
AES-4: Landscape lighting shall be shielded to direct and limit areas of illumination to the individual development site. No up-lighting that spills into the night sky shall be used. Landscape lighting plans and details shall be included with the final landscape plans.								
AES-5: Exterior building and other security lighting for individual developments shall be integral to the building architecture and/or landscape plan, shall avoid excessive lighting levels and direct and shield illumination to protect adjoining properties and night skies.								
AES-6 Where practicable, on-site electrical power lines shall be installed underground. Transformers and other power conditioning equipment shall be pad-mounted or placed in underground vaults, as determined appropriate by the City and Southern California Edison (SCE).								
AIR QUALITY AND GREENHOUSE GAS								
AQ-1 Prior to the issuance of grading permits, the property owner/developer shall include a note on all grading plans which requires the construction contractor to implement following measures during grading. These measures shall also be discussed at the pre-grade conference. • Use low emission mobile construction equipment. All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by the California Air Resources Board (CARB). Any emissions-control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a	Applicant, Project Engineer, City, Project Contractor	Concurrent with project app submittals and during construction.	Aqueous diesel fuels, diesel particulate filters and diesel oxidation catalyst, BACT et al. Conformance provided to Building Department before issuance of grading permits.					

Mitigation Monitoring/Reporting Program
Note that mitigation measures are to be applied to each individual development proposal submitted within the Specific Plan area.

Task and Brief Description	Responsible Party	Timing/Phase	Action to Be Taken to Comply with Task	Task Started / Completed		Remarks	Environmental Compliance	
				Start	End		Initial	Date
Level 3 Diesel Particulate Filter (DPF) for a similarly sized engine as defined by CARB regulations. • Maintain construction equipment engines by keeping them tuned.								
AQ-2 The contractor shall incorporate the following into development plans and specifications, which shall be implemented to reduce VOC emissions from application architectural coatings: • Contractors shall use high-pressure, low volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent. • Coatings and solvents with a VOC content lower than required under Rule 1113 shall be used. • Construction and building materials that do not require painting shall be used to the extent feasible. • Pre-painted construction materials shall be used to the extent feasible.	Developer, Project Engineer, City, Project Contractor	Concurrent with project app submittals and during construction.	Conformance provided to Building Department before issuance of building permits.					
AQ-3: Post signs requiring that trucks shall not be left idling for prolonged periods (i.e., in excess of 5 minutes).	Applicant, Project Engineer, City, Project Contractor	Prior to initiation of grading or other development activities.	Install signs in approved location, maintain same and provide on-site enforcement.					
GHG-1 <u>Energy Efficient Design</u> Site plans shall incorporate energy-efficient design elements, including appropriate site orientation, possibility for incorporation of active and/or passive solar design, and the use of shade and windbreak trees, to reduce fuel consumption for heating and cooling.	City, Developer, project architect, landscape architect		Project design package shall include energy performance analysis, including proper building orientation, incorporated solar and responsive landscape plans.					
GHG-2: <u>Alternative Energy: Community Wide</u> To encourage the use of alternative energy sources, installation of electric vehicle charging stations shall be encouraged in all new development and in major retrofits.	City, Developer	Submitted with site development plans.	Identify locations, number, signage and maintenance responsibility.					

Mitigation Monitoring/Reporting Program
Note that mitigation measures are to be applied to each individual development proposal submitted within the Specific Plan area.

Task and Brief Description	Responsible Party	Timing/Phase	Action to Be Taken to Comply with Task	Task Started / Completed		Remarks	Environmental Compliance	
				Start	End		Initial	Date
GHG-3: <u>CEQA Analysis: Sustainability Plan Measures</u> Projects that require CEQA analysis shall be required to conduct detailed impact analyses and incorporate mitigation measures into their designs using the City's current Sustainability Plan prescribed reduction measures for achieving greenhouse gas emission reduction targets. All proposed mitigation measures shall be reviewed and approved by the City prior to the issuance of grading or demolition permits.	City, Developer	All opportunities	Project-specific CEQA analysis of energy demand, alternative energy design, etc. Conformance with Specific Plan Sustainability chapter.					
BIOLOGICAL RESOURCES								
BIO-1: Applicants will be required to pay the CVMSHCP development mitigation fee to mitigate for impacts to Covered Species and natural communities within the plan area but outside of mountains Conservation Area. Any Project activities inside Conservation Area would subject to the Joint Project Review process to determine consistency with plan goals and objectives.	City, Developer	Prior to construction.	Prior to issuance of grading permits or other site-disturbing authorizations.					
BIO-2: CVAG shall comply with all terms and conditions of the CVMSHCP and Implementing Agreement including, but not limited to: 1) Payment of impact mitigation fees, as appropriate, 2) When required, participate in the Joint Project Review Process with the Coachella Valley Conservation Commission for projects within conservation areas as described in Section 6.6.1.1 of the CVMSHCP, and 3) Implement the "Land Use Adjacency Guidelines" as described in Section 4.5 of the CVMSHCP for any portion of the proposed Project that impact or are adjacent to the Santa Rosa and San Jacinto Mountains Conservation Areas. Measures for the "Land Use Adjacency Guidelines" include: a. Drainage: Development of the proposed Project adjacent to or within a Conservation Area shall incorporate plans to ensure that the quantity and quality of runoff discharged to the adjacent Conservation Area is not altered in an adverse way when compared with existing conditions. Storm water systems shall be designed to prevent the release of pollutants (e.g.,	CVWD, Project Contractor, Project Biologist	In the event ground disturbance occurs during the referenced time frame, within 7 to 10 days of ground disturbance.	Payment of CVMSHCP development impact fees to City; participate and cooperate in CVCC Joint Project Review process (where necessary); integrate MSHCP Land Use Adjacency Guidelines, as appropriate;					

Mitigation Monitoring/Reporting Program
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Task and Brief Description	Responsible Party	Timing/Phase	Action to Be Taken to Comply with Task	Task Started / Completed		Remarks	Environmental Compliance	
				Start	End		Initial	Date
toxins, chemicals, petroleum products, exotic plant materials) or other elements that might degrade or harm biological resources or ecosystem processes within the adjacent conservation area. b. Toxics: Development of the proposed Project adjacent to or within a conservation area shall be required to incorporate measures to ensure that application of fertilizers, pesticides, herbicides or similar chemicals does not result in any discharge to the adjacent conservation area. c. Lighting: Lighting in areas adjacent to or located within conservation areas shall be shielded and directed away from the conservation area, toward developed areas. Landscape shielding or other appropriate methods shall be incorporated in project designs to minimize the effects of lighting adjacent to or within the adjacent conservation area in accordance with the guidelines included in the Implementation Manual. d. Noise: Noise generated by construction adjacent to or within a conservation area in excess of 75 dBA shall incorporate setbacks, berms, or walls, as appropriate, to minimize the effects of noise on the adjacent conservation area according to Implementation Manual guidelines. e. Invasives: Landscape plans shall be prepared for proposed projects implementing the Specific Plan. Landscape plans for areas that are located adjacent to or within a conservation area are prohibited from using invasive, non-native plant species in their design. Prohibited invasive ornamental plant species are listed in Table 4-113 of the CVMSHCP (Appendix F). The Coachella Valley native plant species listed in Table 4-112 of the CVMSHCP shall be incorporated into landscape design within or adjacent to conservation areas.								

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Mitigation Related to MBTA BIO-3: If ground disturbance, tree or plant removal on vacant land is proposed between February 1st and August 31st, a qualified biologist shall conduct a nesting bird survey within 14 days of initiation of grading onsite focusing on MBTA covered species. If active nests are reported, then species-specific measures shall be prepared. At a minimum, grading in the vicinity of a nest shall be postponed till the young birds have fledged. For construction between September 1st and January 31st, no pre-removal nesting bird survey is required. a. In the event active nests are found, exclusionary fencing shall be placed 200 feet around the nest until such time as nestlings have fledged. Nests of raptors and burrowing owls shall be provided a 500-foot buffer. Ground disturbance between September 1 and January 31 shall be exempt from this requirement.	City, Developer	For construction between Sept 1st & January 31st, no pre-removal nesting bird survey is required.						
BIO-4: Mitigation Related to Burrowing Owl A "take avoidance survey" for the burrowing owl no less than 14 days (in accordance with the Staff Report on Burrowing Owl Mitigation [CDFW 2012]) and no more than 30 days (in accordance with CVWD's Operations and Maintenance Manual) prior to groundbreaking activities are required within and outside of project areas that contain suitable habitat for this species. Additionally, a final survey must be conducted within 24 hours of the initiation of ground disturbance activities in accordance with the CDFW 2012 protocol.	City, Developer	No less than 14 days and no more than 30 days prior to disturbing activities.						
a) If no burrowing owls are detected during those surveys, implementation of ground disturbance activities could proceed without further consideration of this species assuming there is no lapse between the surveys and construction as the protocol states "time lapses between Project activities trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance."	CVWD, Project Contractor, Project Biologist	In the event ground disturbance occurs during the referenced time frame, prior to ground disturbance.						

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b) If burrowing owls are detected during the take avoidance surveys, avoidance and minimization measures would then be required and could include the establishment of a buffer zone, the passive or active relocation of the individual(s) or other measures approved by the CDFW.								
CULTURAL AND TRIBAL RESOURCES								
CUL-1: In instances where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of an historical resource will be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant.	City, Project Architectural Historian/Archaeologist	Prior to any site disturbance. During all phases of construction.	Developer and City assess any historic or potentially historic structures. Application review process.			.		
CUL-2: Where appropriate and in conjunction with other measures, require documentation of an historical resource by way of historic narrative, photographs or architectural drawings, prior to impacting the resource, and require additional mitigation where necessary to ensure that adequately mitigate the effects to a point where impacts are clearly less than significant.	City, Project Architectural Historian/Archaeologist	Prior to development plan approvals and any site disturbance.	Developer and City assess any historic or potentially historic structures. Application review process.					

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CUL-3: Whenever feasible, seek to avoid damaging effects on any historical resource of an archaeological nature. The following factors shall be considered and discussed in CEQA documentation for a project involving such an archaeological site: (A) Preservation in place shall be the preferred manner of mitigating impacts to archaeological sites. Preservation in place maintains the relationship between artifacts and the archaeological context. Preservation may also avoid conflict with religious or cultural values of groups associated with the site. (B) Preservation in place may be accomplished by, but is not limited to, the following: 1. Planning construction to avoid archaeological sites; 2. Incorporation of sites within parks, greenspace, or other open space; 3. Covering the archaeological sites with a layer of chemically stable soil before building tennis courts, parking lots, or similar facilities on the site. 4. Deeding the site into a permanent conservation easement. (C) When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archaeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation. (D) Data recovery may not necessarily be required for an historical resource if the City, as CEQA lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historical resource, provided that the determination is documented in the project EIR and that the studies are deposited with the California Historical Resources Regional Information Center.	City, Project Architectural Historian/Archaeologist	Prior to development plan approvals and any site disturbance. .	Developer and City assess any historic or potentially historic structures. Application review process.					

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CUL-4 Pre-Construction Surveys The City shall require intensive-level cultural resources surveys by qualified archaeologists, historians, and/or architectural historians, where deemed necessary and especially in areas of relatively high sensitivity for cultural resources. Studies should include in-depth records search at the EIC, historic background research, intensive-level field survey, and consultation with the Native American representatives and/or other relevant parties, as well as impact evaluation and mitigation programs, as needed. The City shall monitor and enforce recommended mitigation measures.	City, Project Architectural Historian/Archaeologist, Local Tribe	Prior to issuance of grading or other site-disturbing permits and any site disturbance.	Developer and City assess identified resources. If necessary, prepare, secure approval of and implement resource recovery plan.					
CUL-5 Archaeological and/or Tribal Resource Procurement and Documentation Should unknown archeological or tribal cultural resource materials become unearthed, the area of potential resources shall be cordoned off and protected from further disturbance until a qualified archeologist can investigate the discovery. The qualified archaeologist shall prepare a findings report summarizing the methods and results of the investigation, including an itemized inventory and detailed analysis of recovered artifacts upon completion of field and laboratory work. The report shall include an interpretation of the cultural activities represented by the artifacts and a discussion of the significance of all archaeological or tribal finds. The submittal of the report to the City and Tribal representative, as appropriate, along with final curation of the recovered artifacts, will signify completion of the monitoring program and, barring unexpected findings of extraordinary significance, the mitigation of potential project impacts on cultural and tribal resources.	City, Project Archaeologist, Local Tribe	Prior to issuance of grading or other site-disturbing permits and any site disturbance.	Developer and City assess identified resources. If necessary, prepare, secure approval of and implement resource recovery plan.					

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CUL-6 Human Remains Should buried human remains be discovered during grading or other construction activity, in accordance with State law, the County coroner shall be contacted. If the remains are determined to be of Native American heritage, the Native American Heritage Commission and the appropriate local Native American Tribe shall be contacted to determine the Most Likely Descendant (MLD).	City, Project Archaeologist, Native American Heritage Commission, Local Tribe, County Coroner	During grading or other site-disturbing activities.	Establish work stoppage at discovery site and protect same. Confer with Coroner's office, NAHC and Tribe. Ensure approved resource recovery plan.					
GEOLOGY AND SOILS								
GEO-1: The City shall maintain the online information database containing maps and other information which describe seismic and other geotechnical hazards occurring within the planning area.	City, Development Project Engineers	Ongoing	Maintain City Safety Element and related technical studies.					
GEO-2: The City shall actively promote public education, research, and information dissemination on seismic and geotechnical hazards.	City	Ongoing	City Planning and Building Departments shall maintain appropriate database and provide relevant public safety updates.					
GEO-3: New development in the planning area shall be constructed in accordance with the prevailing seismic design requirements contained in the most recently adopted edition of the Uniform Building Code/International Building Code and as otherwise required by the City.	City, Project engineer	Prior to issuance of building permits.	Developer shall submit building plans and appropriate geotechnical analysis to City for approval.					
GEO-4: The City shall continue to incorporate seismic risk analysis into the City's on-going building inspection program.	City	Ongoing	City Planning and Building Departments shall periodically update City's seismic risk analysis and apprise developers and inspectors accordingly.					

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GEO-5: On sites where threats from seismic hazards cannot be adequately mitigated through the application of existing regulatory requirements and Updated General Plan policies and implementation programs, the City shall use open space easements and/or other related regulatory measures to limit development and thus avoid public safety hazards.	City, Developer	Prior to approval of grading and building plans.	Developer shall prepare documentation of and affect open space easements and/or other appropriate regulatory measures.					
GEO-6: Proposals for development on wind or stream-deposited sediment on the valley floor shall include site-specific subsurface geotechnical investigations that address settlement, liquefaction, and collapsible soils. These hazards can generally be mitigated by proper excavation, compaction and foundation design.	City, Contractor, Project Geologist	During grading/ construction.	Developer provides soils and geotechnical assessment. Grading, foundation and other relevant plans shall conform with geologists' recommendations.					
GEO-7: The City shall continue to require expansive soils testing as part of its grading and building codes, and shall assure the implementation of mitigation measures which minimize these hazards, such as the use of reinforcing steel in foundations, drainage control devices, overexcavation and backfilling with non-expansive soils.	City, Contractor, Project Geologist	During construction.	Ongoing during site testing.					
GEO-8: The City shall continue to support and encourage local and regional groundwater conservation measures in an effort to mitigate potential subsidence resulting from groundwater overdraft. (see also Water Resources discussion in Section 2.9: Hydrology and Flooding).	City, CVWD	Ongoing	During regular and ongoing City/CVWD consultations.					
GEO-9: All grading permit applications shall include a PM_{10} Management Plan in conformance with the latest approved Coachella Valley PM_{10} requirements in place at the time construction occurs. Blowing dust and sand during grading operations shall be mitigated by adequate watering of soils prior to and during grading, and limiting the area of dry, exposed soils during grading (see also Air Quality discussion in Section 2.4).	City, Project Contractor	Prior to issuance of grading plans; during grading.	Developer-prepared dust control plan reviewed and approved by City.					
GEO-10: Where development is proposed adjacent to or in close proximity to steep slopes, site-specific geotechnical studies shall be conducted to evaluate the potential for rock falls and/or slope failure, and to establish mitigation measures which minimize these hazards.	City, Project Geologist, Project Engineers	Prior to project approval.	Prepare and review project-specific slope stability and analysis and recommendations.					

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GEO-11: During site grading, all existing vegetation and debris shall be removed from areas that are to receive compacted fill. Any trees to be removed shall have a minimum of 95% of the root systems extracted or as prescribed by the project soils engineer. Man-made objects shall be overexcavated and exported from the site. Removal of unsuitable materials may require excavation to depths ranging from 2 to 4 feet or more below the existing site grade.	City, Project Geologist, Grading Contractor	During construction.	Grubbing and grading in accordance with approved plans.					
GEO-12: All fill soil, whether on site or imported, shall be approved by the individual project soils engineer prior to placement as compaction fill. All fill soil should be free from vegetation, organic material, cobbles and boulders greater than 6 inches in diameter, and other debris. Approved soil shall be placed in horizontal lifts of appropriate thickness, as prescribed by the soils engineer, and watered or aerated as necessary to obtain near-optimum moisture content.	City, Project Geologist, Grading Contractor	During construction.	All native and imported fill shall be inspected and approved by grading contractor, who shall assure conformance with approved plans.					
GEO-13: Fill materials shall be completely and uniformly compacted to not less than 90% of the laboratory maximum density as determined by ASTM test method D-1557-78. The project soils engineer shall observe the placement of fill and take sufficient tests to verify the moisture content, uniformity, and degree of compaction obtained. In-place soil density should be determined by the sand-cone method, in accordance with ASTM Test Method D-1556-64 (74), or equivalent test method recommended by the soils engineer and as acceptable to the City Building and Safety Department.	City, Project Geologist, Grading Contractor	During construction.	Project soils engineer observes placement and takes samples of fill, sufficiently tests to verify engineering parameters and degree of compaction obtained.					
GEO-14: Finish cut slopes generally shall not be inclined steeper than 2:1 (horizontal to vertical). Attempts to excavate near-vertical temporary cuts for retaining walls or utility installations in excess of 5 feet may result in gross failure of the cut and may possibly damage equipment and injure workers. All cut slopes must be inspected during grading to provide additional recommendations for safe construction.	City, Project Geologist, Grading Contractor	During construction.	Project engineer observes and approves manufactured slopes to verify compliance with engineering parameters.					

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GEO-15 Finish fill slopes shall not be inclined steeper than 2:1 (horizontal to vertical) or as approved by the project geotechnical engineer. Fill slope surfaces should be compacted to 90% of the laboratory maximum density by either over-filling and cutting back to expose a compacted core or by approved mechanical methods.	City, Project Geologist, Grading Contractor	During construction.	Project engineer observes and approves manufactured slopes to verify compliance with engineering parameters.					
GEO-16 Foundation systems that utilize continuous and spread footings may be recommended by the project soils engineer for the support of one and two-story structures. Foundations for higher structures must be evaluated based on structure design and on-site soil conditions.	City, Project Engineer	Prior to issuance of grading permits or foundation design	Foundation plans shall be reviewed and approved by City prior to issuance of grading plans.					
GEO-17 Positive site drainage shall be established during finish grading. Finish lot grading shall include a minimum positive gradient of 2% away from structures for a minimum distance of three (3) feet and a minimum gradient of 1% to the street or other approved drainage course.	City, Project Engineer, Grading Contractor.	Prior to issuance of grading permits and during field inspections.	Grading plans shall be reviewed and approved by City prior to issuance of grading plans. City and contractor shall conduct site inspections to ensure compliance with approved plans.					
GEO-18 An adequate subdrain system shall be constructed behind and at the base of all retaining walls to allow for adequate drainage and to prevent excessive hydrostatic pressure.	City, Project Engineer, Grading Contractor.	Prior to issuance of grading permits and during field inspections.	Surface and subgrade drainage systems design shall be approved by the City prior to issuance of grading plans. City and contractor shall conduct site inspections to ensure compliance with approved plans.					
GEO-19 Utility trench excavations in slope areas or within the zone of influence of structures should be properly backfilled in accordance with the following recommendations: a). Pipes shall be bedded with a minimum of 6 inches of pea gravel or approved granular soil. Similar material shall be used to provide a cover of at least 1 foot over the pipe. This backfill shall then be uniformly compacted by mechanical means or jetted to a firm and unyielding condition.	City, Project Engineer, Grading Contractor.	Prior to issuance of grading permits and during field inspections.	All utility trench designs shall be approved by the City prior to issuance of grading plans. City and contractor shall conduct site inspections to ensure compliance with approved plans.					

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b). Remaining backfill may be fine-grained soil. It shall be placed in lifts not exceeding 6 inches in thickness or as determined appropriate, watered or aerated to near optimum moisture content, and mechanically compacted to a minimum of 90% of the laboratory maximum density. c). Pipes in trenches within 5 feet of the top of slopes or on the face of slopes shall be bedded and backfilled with pea gravel or approved granular soils as described above. The remainder of the trench backfill shall comprise typical on-site fill soil mechanically compacted as described in the previous paragraph.								
HAZARDS AND HAZARDOUS MATERIALS								
No specific mitigation required.								
HYDROLOGY AND WATER QUALITY								
HYD-1: Where appropriate, the City shall continue to partner with and support federal, state, and local agencies in regional planning and management initiatives to promote and enhance water quality in the Whitewater watershed.	City, CVWD	Ongoing	City shall continue to participate in planning activities with CVWD and other agencies.					
HYD-2: The City shall require all new development to minimize the creation of new impervious surfaces to the extent practicable. The City shall also prohibit post-project peak storm water runoff discharge rates from exceeding the estimated pre-project rate by requiring approved on-site retention or detention.	City, Project Contractor	Prior to development plan approvals.	City shall review and approve grading plans, hydrology analysis and drainage plans.					
HYD-3: The City shall require all new developments to include facilities that intercept pollutants prior to storm events during construction to control dust and prevent discharge of debris or sediment from development sites.	City, Developer, Project Contractor	Prior to and during construction activities.	Prior to initiation and during all stages of construction; City and contractor inspections.					

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HYD-4: Require the installation and application of water-conserving technologies, in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Administrative Code Section 1601(b), and other applicable sections of Title 24 of the Public Code.	City	Ongoing	During development review and approval process.					
HYD-5: Provide information to developers, contractors, property owners and other appropriate parties on the usage and benefits of water conserving fixtures.	City, CVWD	Ongoing	City & CVWD shall provide data and information on water use and conservation in landscape design and all other areas of water use.					
HYD-6: The City shall maintain, update and fully implement a water conserving landscape ordinance, which requires the use of native and non-native drought-resistant planting materials and efficient irrigation systems in new development.	City	Ongoing	City shall periodically review and, as necessary, update its landscaping ordinance and other water use regulations.					
HYD-7: Coordinate with the Coachella Valley Water District to expand and strengthen educational materials and programs that inform consumers of the methods and benefits of water-saving techniques available.	City, CVWD	Ongoing	City & CVWD shall provide data and information on water use and conservation in landscape design and all other areas of water use.					
HYD-8**:** Coordinate with CVWD regarding the feasibility of extending sewer facilities to the unsewered areas of the planning area.	City, CVWD	Ongoing	City shall confer and coordinate with CVWD expansion of collection facilities.					
HYD-9**:** Evaluate all proposed land use and development plans for their potential to create groundwater contamination hazards from point and non-point sources, and confer with other appropriate agencies to assure adequate review.	City, RWQCB, CVWD	Ongoing	City shall confer and coordinate with agencies on potential sources of water contamination.					
HYD-10: The City shall require all new development, public and private, to meet or exceed State stormwater requirements and incorporate best management practices to treat, infiltrate, or filter storm water runoff and reduce pollutants discharged into the storm drain system during construction and post-construction, to the maximum extent practicable.	City, Developer	Prior to development plan approval.	Development grading and drainage plans shall include a WQMP and associated BMPs that will be enforced by the City and contractor.					

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LAND USE								
LU-1: Individual proposed projects, especially those involving a mix of residential and other uses, as well as those located nearby or adjacent to sensitive lands or uses, shall be fully evaluated during the project review process to assure that all land use compatibility issues are addressed and mitigated.	City, Developer	Prior to finalizing development plans.	City recommends pre-application submittal conference with developer. Identify and mitigation land use compatibilities prior to plan submittal.					
LU-2: Construction activities occurring in the planning area shall be staged at least 100 feet from residential land uses whenever possible. Construction activities that have the potential to affect safety, privacy, structures or landscaping, are to be minimized to the greatest degree practicable through standard Best Management Practices.	City, Developer	Prior to issuance of grading or other ground-disturbing permits.	Contractors shall show all construction staging areas of proposed grading plan.					
MINERAL AND ENERGY RESOURCES								
No specific mitigation required.								
NOISE								
N-1: Prior to the issuance of a building permit for residential dwelling units within the Highway 111 Specific Plan area, the Project Applicant/ Developer shall submit an acoustical report to the City of Rancho Mirage, which shall identify all reasonable and feasible noise mitigation measures to satisfy the 65 dBA CNEL exterior noise level standard.	City, Developer	Prior to development project approval or the issuance of any grading or building permits.	Effective noise mitigation shall be demonstrated and approved by City prior to project approval or issuance of grading or building permits.					
N-2: Prior to the issuance of a building permit for residential dwelling units within the Highway 111 Specific Plan, the Project Applicant/ Developer shall submit an acoustical report to the City of Rancho Mirage, that demonstrates that the interior noise levels in all habitable rooms will satisfy the 45 dBA CNEL interior noise level standard of the City of Rancho Mirage General Plan Noise Element, and by Title 24, Part 2, of the California Building Code.	City, Developer	Prior to development project approval or the issuance of any grading or building permits.	Effective noise mitigation shall be demonstrated and approved by City prior to project approval or issuance of grading or building permits.					

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POPULATION AND HOUSING, SOCIO-ECONOMIC RESOURCES								
No specific mitigation required.								
PUBLIC SERVICES						.		
PS-1: The Fire and Police Departments shall evaluate proposals for new development to assure adequate emergency access, the integration of defensible space principles, clear street name signage and numbering, internal circulation, fire flow and other safety design considerations.	City	Ongoing	Ongoing; during the project review process					
PS-2 The City and its public safety agencies shall strictly enforce the California Building and Fire Codes, City Municipal Code and other applicable building standards in the course of reviewing development plans and conducting building inspections.	City	Ongoing	Ongoing; during the project review process					
PS-3: The City shall apply objective criteria, including appropriate minimum response time, the matching of services and facilities to local needs, and the availability of alternative routes to serve target neighborhoods, and assure the optimal siting of future fire and police stations.	City	Ongoing	Ongoing					
PS-4: The City shall assist the Sheriff's Department to enhance public awareness and participation in crime prevention, and encourage and promote the Neighborhood Watch Program, Citizens on Patrol and other community-oriented policing programs. The City shall use existing programs dealing with personal safety awareness, such as neighborhood and commercial association watch/protection programs, and emergency preparedness and education for residents to register their cell phone with "Alert RivCo" at https://rivcoready.org/AlertRivCo used to alert Riverside County community members of urgent actions to take during disasters, such as earthquakes, wildfires, and floods.	City, Sheriff	Ongoing	Utilize existing programs on an ongoing basis.					
PS-5: There is no PS-5 Mitigation Measure								

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PS-6 Review PSUSD development proposals and environmental documentation, and otherwise coordinate with the institution in planning new public school facilities as part of the City's continuing effort to provide enhanced educational opportunities for the community's residents.	City, PSUSD, RM Library, College of the Desert	Ongoing	Ongoing					
PS-7 The City shall encourage and/or require the use of design and development techniques, such as sound attenuation walls, earthen berms and acoustical insulation in buildings, that mitigate potential traffic and other noise impacts on schools and libraries.	City, Planning and Building Departments	Prior to final application package submittal.	Ongoing on a project-basis					
PS-8 The City shall continue to explore opportunities for public access to and use of recreational and open space at local schools during non-school hours.	City, PSUSD	Ongoing	Ongoing					
PS-9 The City shall coordinate with PSUSD, COD and the Riverside County Library System to ensure that safe routes and means to school and library facilities through the thoughtful implementation of complete street and other multi-modal design principles.	City, Public Works, PSUSD, COD, Library System	Ongoing	Ongoing					
PS-10 The City shall periodically review its official Land Use Map and development patterns to assure the availability of adequate sites for future public and quasi-public buildings, infrastructure, and other facilities. The City shall confer and coordinate with other public and quasi-public agencies regarding their long-term needs.	City	Ongoing	Ongoing					
PS-11 Critical structures and facilities (including civic administrative center, hospitals, fire stations, police stations, schools and major communications facilities) shall be restricted from geologically and hydrologically hazardous areas, to the greatest extent practical.	City	Ongoing	Ongoing					

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RECREATIONAL RESOURCES								
REC-1: Prior to the issuance of building permits, individual project proponents shall pay applicable in-lieu parkland fees, Development Impact Fees or equivalent, to ensure adequate funding for parks and recreation improvements.	City, Developer	Prior to issuance of grading or building permits.	City will calculate development impact fees for park purposes.					
TRAFFIC AND CIRCULATION								
No specific mitigation required.								
UTILITIES AND SERVICE SYSTEMS								
No mitigation measures are required.								

ATTACHMENT 5

CITY OF RANCHO MIRAGE
69-825 Highway 111, Rancho Mirage, CA 92270-2898 (760) 324-4511/328-2266

NOTICE OF DETERMINATION

To: ☒ Office of Land Use and Climate Innovation
1400 Tenth Street
Sacramento, CA 95814

☒ Riverside County Clerk
3470 12TH Street
Riverside, CA 92501

Project Title/Case Nos.	Environmental Impact Report Case No. EIR20001, General Plan Amendment Case No. GPA20001, General Plan Zoning Map Amendment Case No. GPZMA20001 and Specific Plan Case No. SP200001
Applicant:	City of Rancho Mirage
Project Location:	Highway 111 corridor within the City of Rancho Mirage, extending from the western City boundary near Cathedral City to the eastern boundary near Palm Desert. See Attachment 1.
Project Description:	Consideration of 1) a General Plan Amendment, 2) General Plan Zoning Map Amendment, and 3) the new Highway 111 Specific Plan, which consolidates, updates, modifies the boundaries of, and repeals and replaces the previously adopted East and West Highway 111 Specific Plans and establishes updated land use designations and development standards for 12 planning areas along the Highway 111 corridor. The Specific Plan will guide future development and redevelopment and support a diverse mix of retail, restaurant, hotel, office, residential, and cultural uses along the corridor.

Notice of Determination

Filing of Notice of Determination in compliance with Public Resources Code, Section 21108 or 21152. The City of Rancho Mirage has approved the above described project on [INSERT], 2026 and has determined:

1. The project ☒ will ☐ will not have a significant effect/impact on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
3. ☐ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
4. Mitigation measures ☒ were ☐ were not made conditions of approval for the project.
5. A mitigation reporting or monitoring plan ☒ was ☐ was not adopted for this project.
6. A Statement of Overriding Considerations ☒ was ☐ was not adopted for this project.
7. Findings ☒ were ☐ were not made pursuant to the provisions of CEQA.

The City Council adopted the following Finding: The proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA). This is to certify that the project file and record of project approval are available to the general public at: City of Rancho Mirage, 69-825 Highway 111, Rancho Mirage, CA 92270.

Final Environmental Impact Report - Rancho Mirage City Council

Date: _____

_____
Pilar Fløtterud
Development Services Manager / Principal Planner

I hereby certify that the City of Rancho Mirage has made the above findings of fact and that based upon the Mitigated Negative Declaration and hearing record the project will not have a significant effect on the environment.

Date: _____

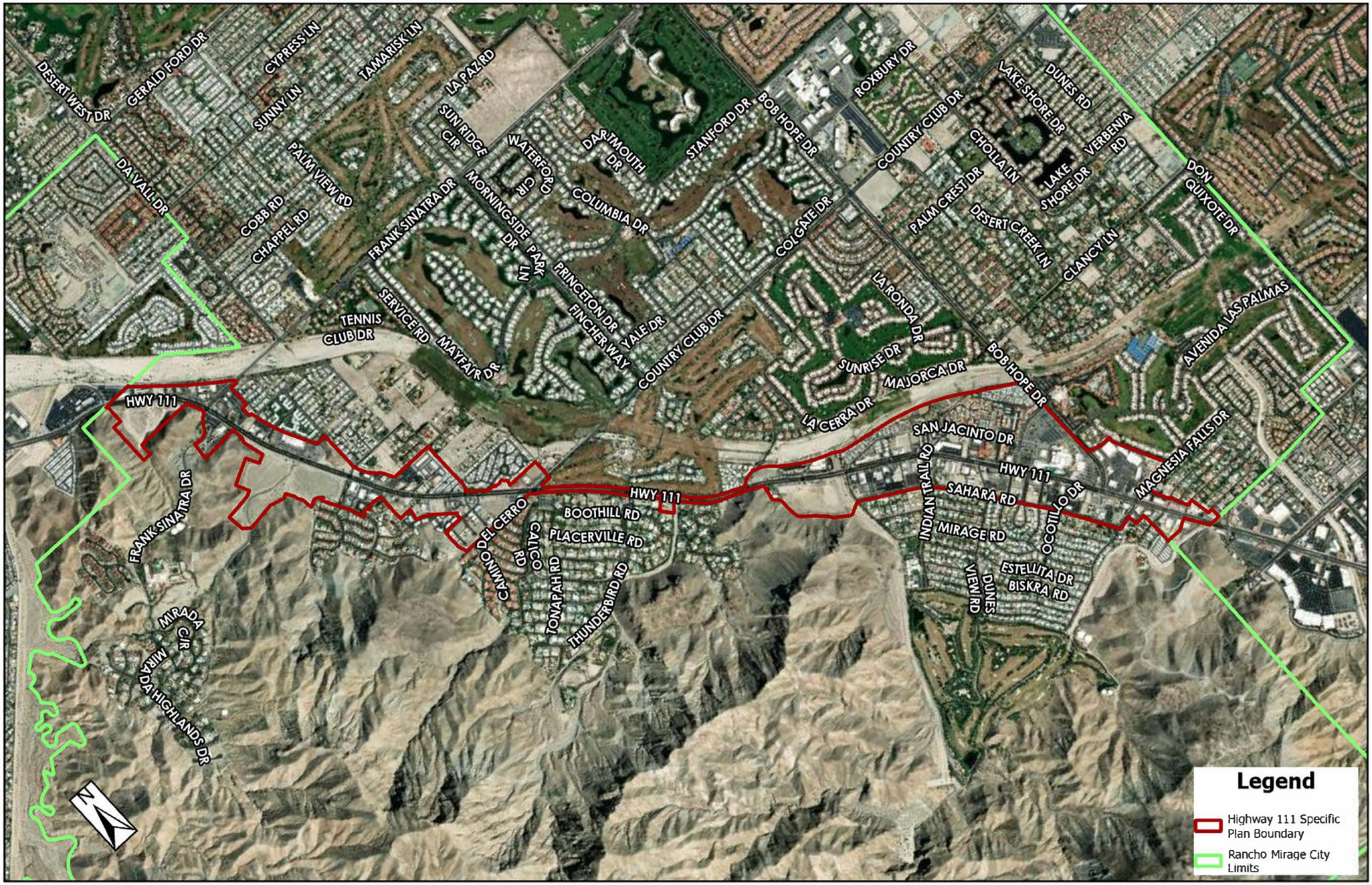
_____
Pilar Fløtterud
Development Services Manager / Principal Planner

☒ Lead Agency ☐ Responsible Agency

DRAFT

ATTACHMENT 1

HIGHWAY 111 SPECIFIC PLAN
AERIAL



CITY OF RANCHO MIRAGE ©

STAFF REPORT

TO: **Planning Commission/City Council** **DATE: October 22, 2026**

FROM: **Colin Kirkpatrick, City Attorney**

SUBJECT: **City Attorney's Independent Analysis – Highway 111 Specific Plan**

SPECIFIC REQUEST OR RECOMMENDATION:

That the Planning Commission receive and file the City Attorney's Independent Analysis.

Background

This proposed project involves repealing and replacing Highway 111 East and West Specific Plans, adopting Highway 111 Specific Plan, General Plan Amendment and General Plan Zoning Map Amendment, which will establish the plans, land use regulations, development standards, design guidelines, infrastructure requirements, and implementation programs for the Highway 111 corridor (Planning Area) encompassing 472± acres.

Since it is the intent and purpose of the Highway 111 Specific Plan to have the development standards and guidelines identified in the Specific Plan take precedence over the general standards and guidelines contained in Title 17 of the Municipal Code, the City Attorney is required to make a determination that addresses whether the City has the legal authority to adopt the ordinance approving the Highway 111 Specific Plan.

Rancho Mirage Municipal Code Section 1.04.031 (Review and approval of legal form of ordinances by city attorney) provides that "[n]o ordinance shall be deemed effective unless the City Attorney determines that the City has the authority to adopt the proposed ordinance, that the proposed ordinance is constitutionally valid under the state and federal constitutions, and that the proposed ordinance is consistent with the general powers and purposes of the City, the City's Charter, ordinances approved by the voters, and any applicable federal and/or state laws."

Legal Authority

Specific Plan Ordinance

The Highway 111 Specific Plan must contain certain specified details relating to land uses, major infrastructure, development and conservation standards, an implementation program, and a statement of relationship to the general plan. *See Govt C §65451.*

Pursuant to Section 17.54.020 (Intent) of the Municipal Code, a specific plan adopted by ordinance shall replace the base zoning district for the subject property, and the development

standards and guidelines identified in the specific plan shall take precedence over the general standards and guidelines contained in Title 17 (Zoning) of the Municipal Code.

Moreover, as set forth in Section 17.54.100 (Findings and decision) a specific plan may be approved, provided that certain findings are made. Although it is beyond the scope of this analysis to address any required findings, based on the findings, evidence and conclusions set forth in the Administrative Records prepared for the Project and the Final Environmental Impact Report prepared and certified for the Project, and the Statement of Overriding Considerations, there is substantial evidence in the whole of the administrative record to support the requisite findings: (1) that the Highway 111 Specific Plan is consistent with the General Plan; (2) that the Section Highway 111 Specific Plan would not be detrimental to the public interest, health, safety, convenience, or welfare of the City; (3) that the subject property is physically suitable for the requested zoning districts and the anticipated land use developments; (4) that the proposed specific plan ensures development of desirable character which would be harmonious with existing and proposed development in the surrounding neighborhood; and (5) that the proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA).

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO MIRAGE, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL: 1) CERTIFY THE ENVIRONMENTAL IMPACT REPORT (SCH # 2020069010) FOR THE HIGHWAY 111 SPECIFIC PLAN; 2) ADOPT ENVIRONMENTAL FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; 3) ADOPT A MITIGATION MONITORING AND REPORTING PROGRAM; 4) APPROVE GENERAL PLAN AMENDMENT CASE NO. GPA20001; 5) ADOPT GENERAL PLAN & ZONING MAP AMENDMENT CASE NO. GPZMA20001; 6) AND ADOPT SPECIFIC PLAN CASE NO. SP200001, REPEALING AND REPLACING HIGHWAY 111 EAST AND HIGHWAY 111 WEST SPECIFIC PLANS AND ADOPTING THE HIGHWAY 111 SPECIFIC PLAN

WHEREAS, the City of Rancho Mirage is a charter city and a municipal corporation of the State of California, and recognized as a political subdivision of State of California for certain purpose; and

WHEREAS, the Highway 111 Specific Plan Project ("Specific Plan", "Proposed Project", or "Project") proposes the assignment of new land uses, development standards and guidelines for the Highway 111 corridor (Planning Area) encompassing 472± acres and consolidates, updates, expands, and repeals and replaces the previously adopted Highway 111 East (1990) and West Specific Plans (1989). The Proposed Project revises the land use plan, including some land use designations, acreages, and residential densities, and sets forth development guidelines in the context of 12 planning areas. The Proposed Project establishes a community vision, context, and sense of place through land use development standards and guidelines that are consistent with General Plan goals and policies. The plan coordinates various aspects of sustainability, infrastructure planning, infill development, and lot consolidation, where appropriate; and

WHEREAS, the Planning Commission recommends the City Council certify the Final EIR, consisting of the comments received during the public review and comment period on the Draft EIR, written responses to those comments, and revisions to the Draft EIR. For the purposes of this Resolution, the "EIR" shall refer to the Draft EIR, as revised by the Final EIR, together with the other sections of the Final EIR (see Exhibit "A"); adopt a mitigation monitoring and reporting program (see Exhibit "A"); adopt a Statement of Overriding Considerations (see Exhibit "A"); adopt General Plan Amendment GPA Case No. GPA20001 (see Exhibit "B"); adopt General Plan Zoning Map Amendment Case No. GPZMA20001 (see Exhibit "B"); and adopt Specific Plan Case No. SP20001, repealing and replacing Highway 111 East and West Specific Plans, and adopting Highway 111 Specific Plan (see Exhibit "C"); and

WHEREAS, the EIR finds and concludes that the Project will have certain significant environmental effects which would remain significant even after implementation of all feasible mitigation measures identified in the EIR, including the reasonable range of alternatives identified in the EIR; and

WHEREAS, CEQA Guidelines Section 15093 (Statement of Overriding Considerations) provides that CEQA requires the decision-making entity to balance the economic, legal, social, technological or other benefits, including region or state-wide environmental benefits (collectively, "Project Benefits"), of a proposed project against its unavoidable environmental risks when determining whether to approve the project, and if the Project Benefits of a proposed project outweigh the unavoidable and adverse environmental effects, the adverse environmental effects may be considered "acceptable;" and

WHEREAS, when the lead agency approves a project which will result in the occurrence of significant effects which are identified in the Final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the records and that a Statement of Overriding Considerations be supported by substantial evidence in the record; and

WHEREAS, the Proposed Project is anticipated to provide the following Public Benefits: 1) Project standards and guidelines address all aspects of sustainability in land use, transportation, energy/water/materials use, and environmental quality that further the City's sustainability goals; 2) Project Transportation and Mobility Guidelines promote the expansion of travel through enhanced pedestrian and bicycle access and facilities, and through additional and improved transit access; 3) the Proposed Project sets forth sustainability principals that address expanded use of renewable energy, encouraging sustainable sourcing of building materials, increased land use efficiencies, facilitating alternative modes of travel, and local workforce housing; 4) the Proposed Project proposes continued quality design of new and redeveloped urban uses within the Proposed Project planning area which will complement and enhance the existing development providing development standards and guidelines that better ensure a coherent and cohesive buildout of important City planning area; 5) the Proposed Project will provide for and facilitate land use and economic synergies between the diverse uses along the Highway 111 corridor and surrounding lands that enhance and improve the social, cultural and economic well-being of the planning area and prioritize in-fill opportunities where smaller scale development is supported by existing business and infrastructure; 6) the Proposed Project provides land use and circulation/mobility improvements, site development standards and guidelines that preserve and enhance adjacent existing residential neighborhoods and new residences in the planning area; 7) the Proposed Project will enhance the corridor's offering of valley-wide destinations for upscale shopping, entertainment, and dining, and will optimize land use and economic synergies, and provide additional revenues in the form of enhanced sales tax and transient occupancy tax, that will further the economic stability of the City; and 8) the Proposed Project will stimulate the City's economy by creating additional residential and

commercial opportunities, including apartments and condominiums, neighborhood and specialty retail, restaurant, bar, and other resort retail uses, as well venues for special events; and

WHEREAS, the EIR reflects the independent judgment of the Planning Commission and is deemed adequate for purposes of making decisions on the merits of the Proposed Project; and

WHEREAS, on October 22, 2026, the Planning Commission held a public hearing on the Project, at which all persons wishing to testify were heard.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF RANCHO MIRAGE, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. RECITALS AND EXHIBITS

That the forgoing Recitals and attached Exhibits are true and correct and are hereby incorporated by this reference.

SECTION 2. EVIDENCE AND ADMINISTRATIVE RECORD

That the Planning Commission conducted a noticed Public Hearing on October 22, 2026, and considered all of the evidence submitted into the administrative record for the Proposed Project, including, but not limited to, the following, which are all hereby incorporated herein by reference:

(a) Rancho Mirage Municipal Code;
(b) Rancho Mirage General Plan and Title 17 (Zoning) of the Rancho Mirage Municipal Code and all relevant provisions contained therein;
(c) Highway 111 East Specific Plan;
(d) Highway 111 West Specific Plan;
(e) Environmental Impact Report Case No. EIR20001;
(f) General Plan Amendment Case No. GPA20001;
(g) General Plan Zoning Map Amendment Case No. GPZMA20001;
(h) Draft City Council Resolution Adopting the Mitigation Monitoring and Reporting Program, Adopting Statement of Overriding Consideration, and Approving and Certifying the Highway 111 Specific Plan Final Environmental Impact Report, and all attachments thereto;
(i) Draft City Council Resolution Approving General Plan Amendment Case No. GPA20001 and General Plan Zoning Map Amendment Case No. GPZMA20001, and all attachments thereto;
(j) Draft City Council Ordinance Repealing and Replacing Highway 111 East and West Specific Plans and Adopting Highway 111 Specific Plan, and all attachments thereto;
(k) Specific Plan Case No. SP200001;
(l) Notice of Availability of an Environmental Impact Report;

(m) Draft Environmental Impact Report (SCH No. 2020069010) prepared for the Proposed Project, and all studies, reports, and other documents cited therein;

(n) Final EIR prepared for the Proposed Project, including all Draft EIR comment letters received from local public agencies, private organizations and members of the public, all responses thereto, and any revisions to the Draft EIR;

(o) Mitigation Monitoring and Reporting Program prepared for the Proposed Project;

(p) Notice of Planning Commission Public Hearing scheduled for October 22, 2026, at 2:00 p.m. in the Council Chamber, located at City Hall at 69-825 Highway 111, Rancho Mirage, California;

(q) Planning Commission Staff Report, attachments and Staff presentation for the Proposed Project, and all public documents, records and references related thereto submitted or provided at or prior to the October 22, 2026, Planning Commission Public Hearing;

(r) Testimony and/or comments from all persons that were provided in written format or correspondence, at, or prior to, the October 22, 2026, Planning Commission Public Hearing.

SECTION 3. SUMMARY OF FINDINGS

That based on the content of the Recitals and the Administrative Record set forth above, the Planning Commission hereby acknowledges, accepts and approves, and recommends the City Council find:

(a) The environmental impacts associated with the Proposed Project are either: (1) less than significant and do not require mitigation; or (2) potentially significant but will be avoided or reduced to a level of insignificance through the identified Mitigation Measures; or (3) significant and cannot be fully mitigated to a level of less than significant but will be lessened to the extent feasible by the identified Mitigation Measures.

(b) Despite the incorporation of feasible Mitigation Measures outlined in the EIR and in this Resolution, the impacts from the Highway 111 Specific Plan Proposed Project and related approvals may not be fully mitigated to a less than significant level. The City has determined there is substantial evidence to support the adoption and approval of the Statement of Overriding Considerations, as set forth and described below and as set forth and described in Exhibit A, including:

1) Project standards and guidelines address all aspects of sustainability in land use, transportation, energy/water/materials use, and environmental quality that further the City's sustainability goals; 2) Project Transportation and Mobility Guidelines promote the expansion of travel through enhanced pedestrian and bicycle access

and facilities, and through additional and improved transit access; 3) the Project sets forth sustainability principals that address expanded use of renewable energy, encouraging sustainable sourcing of building materials, increased land use efficiencies, facilitating alternative modes of travel, and local workforce housing; 4) the Project proposes continued quality design of new and redeveloped urban uses within the Project planning area which will complement and enhance the existing development providing development standards and guidelines that better ensure a coherent and cohesive buildout of important City planning area; 5) the Project will provide for and facilitate land use and economic synergies between the diverse uses along the Highway 111 corridor and surrounding lands that enhance and improve the social, cultural and economic well-being of the planning area and prioritize in-fill opportunities where smaller scale development is supported by existing business and infrastructure; 6) the Project provides land use and circulation/mobility improvements, site development standards and guidelines that preserve and enhance adjacent existing residential neighborhoods and new residences in the planning area; 7) the Project will enhance the corridor's offering of valley-wide destinations for upscale shopping, entertainment, and dining, and will optimize land use and economic synergies, and provide additional revenues in the form of enhanced sales tax and transient occupancy tax, that will further the economic stability of the City; and 8) the Project will stimulate the City's economy by creating additional residential and commercial opportunities, including apartments and condominiums, neighborhood and specialty retail, restaurant, bar, and other resort retail uses, as well venues for special events;

(c) The proposed General Plan Zoning Map Amendment is consistent with the General Plan.

(d) The Highway 111 Specific Plan is consistent with the General Plan;

(e) The Highway 111 Specific Plan would not be detrimental to the public interest, health, safety, convenience or welfare of the city;

(f) The subject property is physically suitable for the requested zoning district(s), planning areas and the anticipated land use developments;

(g) The proposed Highway 111 Specific Plan ensures development of desirable character which would be harmonious with existing and proposed development in the surrounding neighborhood;

(h) That the Proposed Project has been reviewed in compliance with the provisions of the California Environmental Quality Act.

SECTION 4. RECOMMENDATIONS

That based upon the entire administrative record before the Planning Commission, including the above findings and all written and oral evidence presented

during the administrative process, the Planning Commission hereby recommends that the City Council tale the following actions:

1. Approve and adopt the attached Resolution adopting the Mitigation Monitoring and Reporting Program, adopting Statement of Overriding Consideration, and Approving and Certifying the Highway 111 Specific Plan Final Environmental Impact Report;
2. Adopt the attached Resolution approving General Plan Amendment Case No. GPA20001 and General Plan Zoning Map Amendment Case No. GPZMA20001 (see Exhibit "B", attached hereto and incorporated herein); and
3. Introduce and adopt the attached Ordinance repealing and replacing Highway 111 East and West Specific Plans, and approvngeand adopting the Highway 111 Specific Plan Case No. SP200001 (see Exhibit "C", attached hereto and incorporated herein).

SECTION 5. EFFECTIVE DATE

That this Resolution shall take effect immediately upon its adoption.

SECTION 6. SEVERABILITY

That if any provision, section, paragraph, sentence or word of Resolution or any portion of the Administrative Record for the Proposed Project be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words as hereby adopted shall remain in full force and effect.

SECTION 7. CERTIFICATION.

That the Secretary to the Planning Commission shall certify as to the adoption of this Resolution and shall cause the same to be processed in the manner required by law.

SECTION 8. REPEAL OF CONFLICTING PROVISIONS.

That all provisions of any resolution in effect prior to the effective date of this Resolution as adopted by the Planning Commission that are in conflict with the provisions of this Resolution, are hereby repealed.

PASSED AND ADOPTED on this _____ day of _____, 2026.

_____
Murray Bryant, Chair

ATTEST:

_____
Kristie Ramos, City Clerk

APPROVED AS TO FORM:

_____
Colin D. Kirkpatrick, City Attorney

EXHIBIT "A"

CITY COUNCIL RESOLUTION
ADOPTING THE MITIGATION MONITORING AND REPORTING PROGRAM,
ADOPTING STATEMENT OF OVERRIDING CONSIDERATION,
AND APPROVING AND CERTIFYING THE HIGHWAY 111 SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT

[TO BE ATTACHED]

EXHIBIT "B"

CITY COUNCIL RESOLUTION
APPROVING GENERAL PLAN AMENDMENT CASE NO. GPA20001
AND
GENERAL PLAN ZONING MAP AMENDMENT CASE NO. GPZMA20001

[TO BE ATTACHED]

EXHIBIT "C"

CITY COUNCIL ORDINANCE
APPROVING AND ADOPTING SPECIFIC PLAN CASE NO. SP200001,
REPEALING AND REPLACING
HIGHWAY 111 EAST AND WEST SPECIFIC PLANS
AND
ADOPTING HIGHWAY 111 SPECIFIC PLAN

[TO BE ATTACHED]

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO MIRAGE CERTIFYING THE ENVIRONMENTAL IMPACT REPORT (SCH # 2020069010) FOR THE HIGHWAY 111 SPECIFIC PLAN; ADOPTING ENVIRONMENTAL FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the City of Rancho Mirage is a charter city and a municipal corporation of the State of California; and

WHEREAS, the Highway 111 Specific Plan Project ("Specific Plan", "Proposed Project" or sometimes "Project") proposes the assignment of new land uses, development standards and guidelines for the Highway 111 corridor (Planning Area) encompassing 472± acres and consolidates, updates, expands, and replaces the previously adopted Highway 111 East (1990) and West Specific Plans (1989). The Proposed Project revises the land use plan, including some land use designations, acreages, and residential densities, and sets forth development guidelines in the context of 12 planning areas. The Proposed Project establishes a community vision, context, and sense of place through land use development standards and guidelines that are consistent with General Plan goals and policies. The plan coordinates various aspects of sustainability, infrastructure planning, infill development, and lot consolidation, where appropriate; and

WHEREAS, pursuant to section 21067 of the California Environmental Quality Act (Pub. Res. Code §§ 21000 et seq.) ("CEQA"), and section 15367 of the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), the City of Rancho Mirage ("City") is the Lead Agency for the Proposed Project; and

WHEREAS, pursuant to CEQA and the State CEQA Guidelines, the Lead Agency determined that an Environmental Impact Report ("EIR") should be prepared in order to analyze all potential adverse environmental impacts of the Proposed Project; and

WHEREAS, the City issued a Notice of Preparation ("NOP") of a Draft EIR for the Specific Plan on or about June 8, 2020, and it was transmitted to the State Clearinghouse, local and regional agencies, distributed to those on the City's CEQA Notices Request List, posted at various City locations, and posted at the Riverside County Clerk's office for a 30-day comment period; and

WHEREAS, in the NOP, comments and participation were sought from the public and all interested and affected groups and agencies; and

WHEREAS, on or about January 27, 2022, the City initiated a 45-day public review and comment period of the Draft EIR for the Proposed Project and released the Draft EIR for public review and comment; and

WHEREAS, pursuant to State CEQA Guidelines section 15086, the City consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies, and other interested parties during the 45-day public review and comment period; and

WHEREAS, the City received ten (10) comment letters, including one from the California Department of Fish and Wildlife, one from the Desert Sand Unified School District, one from a law firm representing Southwest Regional Council of Carpenters and seven (7) from individuals during the 45-day public review and comment period; and

WHEREAS, the City has prepared a Final EIR, consisting of the comments received during the public review and comment period on the Draft EIR, written responses to those comments, and revisions to the Draft EIR. For the purposes of this Resolution, the "EIR" shall refer to the Draft EIR, as revised by the Final EIR, together with the other sections of the Final EIR; and

WHEREAS, on [TO BE INSERTED], 2026, the City Council held a public hearing on the Proposed Project, at which all persons wishing to testify were heard; and

WHEREAS, the environmental impacts identified in the EIR that the Lead Agency finds are of no impact or constitute a less than significant impact and do not require mitigation are described in **Section 3** hereof; and

WHEREAS, the environmental impacts identified in the EIR as potentially significant but which the Lead Agency finds can be mitigated to a less than significant level through the incorporation of feasible Mitigation Measures identified in the EIR and set forth herein, are described in **Section 4** hereof; and

WHEREAS, the environmental impacts identified in the EIR as potentially significant but which the Lead Agency finds may not be mitigated to a less than significant level, despite the imposition of feasible Mitigation Measures identified in the EIR and set forth herein, are described in **Section 5** hereof; and

WHEREAS, the cumulative impacts of the Proposed Project identified in the EIR and set forth herein, are described in **Section 6** hereof; and

WHEREAS, the irreversible and irretrievable commitment of resources that would result from the Proposed Project, but which would be largely mitigated, and which are identified in the EIR and set forth herein, are described in **Section 7** hereof; and

WHEREAS, the existence of any growth-inducing impacts resulting from the Proposed Project identified in the EIR and set forth herein, are described in **Section 8** hereof; and

WHEREAS, alternatives to the Proposed Project that might eliminate or reduce

significant environmental impacts are described in **Section 9** hereof; and

WHEREAS, the Mitigation Monitoring and Reporting Program setting forth the mitigation measures to which the Lead Agency shall bind itself in connection with the Proposed Project, is attached hereto as **Exhibit "A"**; and

WHEREAS, the Final EIR finds and concludes that the Proposed Project will have certain significant environmental effects which would remain significant even after implementation of all feasible mitigation measures identified in the Final EIR, including the reasonable range of alternatives identified in the Final EIR; and

WHEREAS, CEQA Guidelines Section 15093 (Statement of Overriding Considerations) provides that CEQA requires the decision-making entity to balance the economic, legal, social, technological or other benefits, including region or state-wide environmental benefits (collectively, "Project Benefits"), of a proposed project against its unavoidable environmental risks when determining whether to approve the project, and if the Project Benefits of a proposed project outweigh the unavoidable and adverse environmental effects, the adverse environmental effects may be considered "acceptable;" and

WHEREAS, when the lead agency approves a project which will result in the occurrence of significant effects which are identified in the Final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the records and that a Statement of Overriding Considerations be supported by substantial evidence in the record; and

WHEREAS, the Proposed Project is anticipated to provide the following Public Benefits: 1) Proposed Project standards and guidelines address all aspects of sustainability in land use, transportation, energy/water/materials use, and environmental quality that further the City's sustainability goals; 2) Proposed Project Transportation and Mobility Guidelines promote the expansion of pedestrian travel through enhanced pedestrian and bicycle access and facilities, and through additional and improved transit access; 3) the Proposed Project sets forth sustainability principals that address expanded use of renewable energy, encouraging sustainable sourcing of building materials, increased land use efficiencies, facilitating alternative modes of travel, and local workforce housing; 4) the Proposed Project proposes continued quality design of new and redeveloped urban uses within the Proposed Project planning area which will complement and enhance the existing development providing development standards and guidelines that better ensure a coherent and cohesive buildout of important City planning area; 5) the Proposed Project will provide for and facilitate land use and economic synergies between the diverse uses along the Highway 111 corridor and surrounding lands that enhance and improve the social, cultural and economic well-being of the planning area and prioritize in-fill opportunities where smaller scale development is supported by existing business and infrastructure; 6) the Proposed Project provides land use and circulation/mobility improvements, site development standards and guidelines

that preserve and enhance adjacent existing residential neighborhoods and new residences in the planning area; 7) the Proposed Project will enhance the corridor's offering of valley-wide destinations for upscale shopping, entertainment, and dining, and will optimize land use and economic synergies, and provide additional revenues in the form of enhanced sales tax and transient occupancy tax, that will further the economic stability of the City; and 8) the Proposed Project will stimulate the City's economy by creating additional residential and commercial opportunities, including apartments and condominiums, neighborhood and specialty retail, restaurant, bar, and other resort retail uses, as well venues for special events.

WHEREAS, prior to taking action, the City Council has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including the EIR, and all oral and written evidence presented to it during all meetings; and

WHEREAS, the EIR reflects the independent judgment of the City Council and is deemed adequate for purposes of making decisions on the merits of the Proposed Project; and

WHEREAS, the Lead Agency has not received any comments or additional information that constituted substantial new information requiring recirculation under Public Resources Code section 21092.1 and State CEQA Guidelines section 15088.5; and

WHEREAS, all the requirements of CEQA, and the State CEQA Guidelines, have been satisfied by the City in the EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Proposed Project have been adequately evaluated; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

THE CITY COUNCIL OF THE CITY OF RANCHO MIRAGE DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. RECITALS AND EXHIBITS

That the forgoing Recitals and the attached Exhibits are true and correct and are incorporated into this Resolution by reference as findings of fact.

SECTION 2. SUMMARY OF FINDINGS

That based on all of the evidence presented and the entirety of the administrative record, including but not limited to the EIR, written and oral testimony given at public hearings, and the submission of testimony from the public, organizations and regulatory agencies, the environmental impacts associated with the Proposed Project are either: (1) less than significant and do not require mitigation; or (2) potentially significant but will be

avoided or reduced to a level of insignificance through the identified Mitigation Measures; or (3) significant and cannot be fully mitigated to a level of less than significant but will be lessened to the extent feasible by the identified Mitigation Measures.

SECTION 3. FINDINGS REGARDING NO IMPACT OR LESS THAN SIGNIFICANT IMPACT DETERMINATIONS IN THE INITIAL STUDY/NOTICE OF PREPARATION OR DRAFT EIR AND NOT REQUIRING MITIGATION.

That consistent with Public Resources Code Section 21002.1 and Section 15128 of the State CEQA Guidelines, the EIR focused its analysis on potentially significant impacts, and limited discussion of other impacts for which it can be seen with certainty there is no potential for significant adverse environmental impacts or that impacts will be less than significant without the need for mitigation. State CEQA Guidelines section 15091 does not require specific findings to address environmental effects that an EIR identifies as "no impact" or a "less than significant" impact. Nevertheless, the City Council hereby finds that the Proposed Project would have a less than significant impact on the following resource areas.

The City prepared an Initial Study/Notice of Preparation for the Proposed Project and circulated it for public comment from June 8, 2020 to July 7, 2020. The City prepared a Draft EIR and circulated it for public comment from January 27, 2022 to March 14, 2022. State CEQA Guidelines section 15091 does not require specific findings to address environmental effects that an NOP identifies as "no impact". Nevertheless, in preparing the EIR it was determined that some threshold warranted further analysis in the EIR and were determined to have a less than significant impact. Based on the NOP and EIR, the City Council hereby finds that the Proposed Project would have no impact or less than significant impact on the following resource areas:

A. AGRICULTURE AND FORESTRY RESOURCES

Thresholds:

a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

Finding: No Impact (IS/NOP p. 15)

Explanation: The Initial Study determined that the Proposed Project would result in "No Impact" to agriculture or forestry resources within the immediate project vicinity because no agricultural or forestry lands occur in the Planning Area or City.

B. HAZARDS AND HAZARDOUS MATERIALS

Hazards and Hazardous Materials Thresholds:

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.*

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.*

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.*

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.*

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Wildfires Thresholds

a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Finding: No Impact or Less Than Significant (IS/NOP p. 28 & 30; EIR p. 2.8-12-16)
Explanation: The Proposed Project site occurs within an urban setting where existing and planned land uses include residential, commercial, institutional, and parks/open space. There are no existing or planed industrial uses in the Proposed Project area. The routine transport, use or disposal of hazardous materials does not and is not expected to occur within the Proposed Project planning areas. For the same reasons, the Proposed Project will not result in a significant hazard associated with the upset, spillage or other accidental conditions that would involve the release of hazardous materials into the environment.

While there is an elementary school (Rancho Mirage Elementary) within one-quarter miles of the Project planning area, there will be no new hazards or hazardous materials handing within the Project planning area. The Project will not be a source of significant hazardous emissions, nor will future uses handle hazardous or acutely hazardous materials, substances, or waste. There are no hazardous materials or waste sites located within or near the planning area.

The planning area is not located within an airport land use plan or private airstrip. Flights approaching and departing the Palm Springs International Airport may fly over the city, but these overflights would be more than three miles from the runways and at a high altitude. The Project would not result in a safety hazard or excessive noise for people residing or working in the planning area.

The Project does not propose changes to existing emergency response/evacuation plans, and adherence to such plans will ensure that development pursuant to the Specific Plan would not physically interfere with an adopted emergency response plan or emergency evacuation plan. A limited area of southwestern portions of the planning area bordering the Santa Rosa Mountains foothills are susceptible to the risk of wildland fires. Within the planning area, specifically PA 2, the Fire Threat Zones in the foothills range from moderate to very high. Future projects in moderate to severe fire hazards zones would be required to incorporate measures to reduce exposure to fire hazards and to facilitate fire suppression efforts in the event of a wildfire. The Project will not require the installation or maintenance of roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk in the area. The Project development standards and guidelines require building setbacks from nearby slopes and hillsides, and will therefore expose people and buildings to a less than significant risk from downslope or downstream

flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

C. MINERAL AND ENERGY RESOURCES

Mineral Resources Thresholds:

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

b) *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

Energy Resources Thresholds:

a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Finding: No or Less Than Significant Impacts (IS/NOP p. 28 & 30; EIR p. 2.11-9)

Explanation: The Project site occurs in an urban setting and is not designated for mineral resource extraction, which would be incompatible with existing and planned uses. The Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. Energy use would be offset by increasing dependence on renewables and restrictions on energy using technologies, and would be compatible with state or local plans for renewable energy and energy efficiency.

D. TRAFFIC AND TRANSPORTATION

Threshold:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

d) Result in inadequate emergency access.

Finding: Less Than Significant Impact (EIR, p. 2.16-13 through -21)

Explanation: The Rancho Mirage General Plan establishes LOS D as the minimum peak hour system performance standard for the City's circulation network. The Riverside

County Congestion Management Plan (CMP) establishes LOS E as the minimum LOS standard for CMP designated roadways, including Highway 111 in the Project area. The Project-specific traffic analysis projected traffic conditions for Horizon Year 2040 without and with the Proposed Project. The Project proposes no additional traffic signals. Project-related impacts to intersection operations will be less than significant. Specific Plan study area roadway segments will continue to operate at an acceptable LOS with implementation of the proposed Project. Project-related impacts to studied roadway segments will be less than significant.

CEQA Guidelines Section 15064.3, as amended December 2018, states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. The land use changes proposed by the Project would result in a net reduction in Project-generated VMT. The Project land use plan is anticipated to reduce VMT per SP by 17.81% compared to the currently adopted Specific Plans. The Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). Impacts would be less than significant, and no mitigation measures are necessary.

The Specific Plan does not introduce any new transportation network hazards, such as questionable geometric design or other design parameters. The existing roadway network will remain largely unchanged from existing conditions, and no hazardous features have been identified or proposed. Existing street classifications and cross sections will remain the same. Proposed land uses (residential, commercial, mixed use, office and institutional) are consistent with existing land uses, and the future vehicle mix will be comparable to the existing mix.

The Project does not propose any physical changes or land use designations that would result in inadequate emergency access, but would facilitate new and more efficient land use patterns and urban development and related improvements, such as expanded sidewalks, landscape treatments, signage, and enhanced crosswalk markings, the construction of which could temporarily impact emergency access. Any construction-related impacts would be temporary, and any lane closures or detours impacting public streets would be coordinated with the City and emergency responders.

The City Fire and Police Departments and other appropriate agencies will continue to review site-specific traffic control plans and inspect sites of new development projects to assure adequate emergency access. Driveway consolidation and bus turnouts are set forth in the Specific Plan will enhance overall roadway efficiency and safety and result in net positive benefits for emergency access. Project-related impacts to emergency access would be less than significant, and no mitigation is required.

E. UTILITIES

Thresholds:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. (see Section 2.10 addressing stormwater)?

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Finding: No Impact (IS/NOP page 46-47; EIR p. 2.17-5-11)
Explanation: The Project planning area is fully services with the exception of a small (Thunder Road) neighborhood where several residences are on on-lot septic tanks. But in proximity of sanitary sewer collection lines. Neither construction nor relocation of utilities will be required by the Project. The City and its domestic water supplier (CVWD) have demonstrated that sufficient water resources are available to address near and long-term water needs of existing and planned future development. The City and its sanitary sewer collection and treatment provider (CVWD) have demonstrated that sufficient wastewater collection and treatment capacity are available to address near and long-term sewerage needs of existing and planned future development. It is also demonstrated that the Project will not generate volumes of solid waste that exceed current landfill capacity and that the Project complies or will comply with applicable statutes and regulations related to solid waste.

SECTION 4. FINDINGS REGARDING ENVIRONMENTAL IMPACTS MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

That the City Council hereby finds that feasible Mitigation Measures have been identified in the EIR and this Resolution that will avoid or substantially lessen the following

potentially significant environmental impacts to a less than significant level. The potentially significant impacts, and the Mitigation Measures that will reduce them to a less than significant level, are as follows:

A. AESTHETICS

Thresholds

a) Have a substantial adverse effect on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

Finding: (EIR, p. 2.3-6 through -17)

Explanation: The goals, standards, objectives and guidelines contained in the Specific Plan will limit the potential impacts on scenic vistas resulting from its implementation. Development proposals in the Specific Plan area are subject to environmental review, which will further avoid, minimize and mitigate for potential impacts to the corridor's scenic resources. As a result, impacts on scenic vistas caused by implementation of the Highway 111 Specific Plan, will be less than significant.

The Highway 111 Specific Plan establishes standards and guidelines that enhance parkways and assure viewshed protection. Parkway easements along image corridors help assure that the traveling public (and adjoining property owners) share in a quality landscaped parkway experience that enhances the image of these unofficial scenic corridors. Therefore, implementation of the Specific Plan will have a less than significant impact on scenic resources within the City.

In addition to demonstrating conformance with the Highway 111 Specific Plan, all development projects will be required to adhere to other design standards and guidelines set forth in the City's Municipal Code. The Proposed Project provides its own development code and therefore will not conflict with applicable zoning and other regulations governing scenic quality. Visual character impacts in and surrounding the Project planning area as a result of the implementation of the Specific Plan area, therefore, expected to be less than significant.

The proposed Specific Plan introduces standards, regulations and guidelines to protect against excessive lighting, and maintains practices currently in effect that limit lighting. The Specific Plan and the City Municipal Code prohibit light spillage onto neighboring properties or the street. Therefore, implementation of the Specific Plan will have a less than significant impact on light and glare impacts within the City.

Mitigation

Impacts to aesthetic resources are expected to be less than significant, and no mitigation measures are required. Nonetheless, the following measures derived from the proposed Specific Plan and the EIR will further assure that impacts related to aesthetics are less than significant.

AES-1 Landscaping plans and materials along rights-of-way and other development site perimeters shall serve to create a harmonious transition between individual development sites and the surrounding environment. Visual order in landscape designs and materials shall be used to establish or enhance visual order to streetscapes, parking areas, building perimeters and open space areas.

AES-2 Free-standing walls and fences, where contemplated, shall be constructed as so as to minimize impacts to scenic vistas to the greatest extent practicable, and to define and delineate surrounding areas. Individual project landscaping should frame views, obscure or soften hard edges and enhance security.

AES-3 All outdoor lighting shall be in compliance with the Section 17.18.050 of the Rancho Mirage Municipal Code and applicable Specific Plan guidelines. Other lighting recommendations include the following:

a. Outdoor lighting shall be limited to the minimum height, number and intensity of fixtures needed to provide security and identification, taking every reasonable effort to preserve the community's night skies.

b. Lighting fixtures shall be of appropriate scale, style and character of the architecture. No lighting which incorporates flashing, pulsing or is otherwise animated shall be permitted.

c. The intensity of light at the boundary of a development site shall not exceed seventy-five (75) foot lamberts from a source of reflected light.

d. All lighting shall be directed onto the individual development site and away from adjacent properties and public streets, provide appropriate shielding and minimal fixture height to ensure minimum impact on adjoining lands and streets.

e. Elevated lighting, including but not limited to parking lot lighting, shall be full cut-off fixtures. Drop or sag lens fixtures shall not be permitted.

AES-4 Landscape lighting shall be shielded to direct and limit areas of illumination to the individual development site. No up-lighting that spills into the night sky shall be used. Landscape lighting plans and details shall be included with the final landscape plans.

AES-5 Exterior building and other security lighting for individual developments shall be integral to the building architecture and/or landscape plan, shall avoid excessive lighting levels and direct and shield illumination to protect adjoining properties and night skies.

AES-6 Where practicable, on-site electrical power lines shall be installed underground. Transformers and other power conditioning equipment shall be pad-mounted or placed in underground vaults, as determined appropriate by the City and Southern California Edison (SCE).

B. BIOLOGICAL RESOURCES

Threshold:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Finding: No Impact, Less Than Significant Impact, Less Than Significant with Mitigation (EIR, p. 2.5-7 through -12)

Explanation: Biological resources and habitat in the Project planning area have been affected by extensive urban development, including roadways, flood control facilities, urban development and traffic. Native habitat has been eliminated from almost all but the larger undeveloped portions that retain native soils and vegetation. Bighorn sheep are restricted from these areas by an 8-foot sheep fence. Neither burrowing owl nor desert tortoise are known or expected to occur in these areas.

That limited portion of the project planning area within the boundaries of the Agua Caliente Tribal Habitat Conservation Plan (PA 1) contains some very limited and isolated habitat for burrowing owl, Coachella Valley round-tailed ground squirrel, Palm Springs pocket mouse, Le Conte's thrasher, desert tortoise, and the Coachella Valley milkvetch. None of these species has been detected on this site. The Agua Caliente Tribal Habitat Conservation Plan (Tribal HCP) includes species-specific biological goals and conservation strategies such as avoidance measures, habitat acquisition and conservation, and minimization of habitat fragmentation and edge effects. Implementation of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) is expected to conserve ±80% of the Sonoran creosote bush scrub community to ensure it is sustained within the CVMSHCP plan area.

Impacts would be reduced or mitigated to less than significant levels through a variety of mechanisms, including adherence to the CVMSHCP land use adjacency guidelines, compliance with the Migratory Bird Treaty Act (MBTA), and habitat-enhancing landscaping. The City will continue to implement and abide by the CVMSHCP for future development within the Highway 111 corridor and assure development on tribal land conforms to the provisions of the Tribal HCP.

Future development projects facilitated under the proposed Specific Plan would be evaluated on a project-by-project basis for potential adverse impacts to sensitive species and required to implement mitigation measures, as needed. Impacts to Covered Species would be mitigated through the payment of CVMSHHCP (and Tribal HCP) impact mitigation fees (Mitigation Measures BIO-1 and BIO-2). Land use adjacency guidelines would be implemented for projects within or adjacent to CVMSHCP Conservation Areas (Mitigation Measure BIO-1). Focused species surveys could be required in compliance with applicable state and federal requirements, as described in the EIR and in Mitigation Measures BIO-1 through BIO-4.

In summary, impacts to sensitive species would be mitigated to less than significant levels through implementation of City policies and programs, and Mitigation Measures BIO-1 through BIO-4 that would apply to future development in the planning area.

Mitigation

BIO-1 Applicants will be required to pay the CVMSHCP development mitigation fee to mitigate for impacts to Covered Species and natural communities within the plan area but outside of mountains Conservation Area. Any Project activities inside

Conservation Area would subject to the Joint Project Review process to determine consistency with plan goals and objectives.

BIO-2 CVAG shall comply with all terms and conditions of the CVMSHCP and Implementing Agreement including, but not limited to:

1) Payment of impact mitigation fees, as appropriate,

2) When required, participate in the Joint Project Review Process with the Coachella Valley Conservation Commission for projects within conservation areas as described in Section 6.6.1.1 of the CVMSHCP, and

3) Implement the "Land Use Adjacency Guidelines" as described in Section 4.5 of the CVMSHCP for any portion of the proposed Project that impact or are adjacent to the Santa Rosa and San Jacinto Mountains Conservation Areas. Measures for the "Land Use Adjacency Guidelines" include:

   a. Drainage: Development of the proposed Project adjacent to or within a Conservation Area shall incorporate plans to ensure that the quantity and quality of runoff discharged to the adjacent Conservation Area is not altered in an adverse way when compared with existing conditions. Storm water systems shall be designed to prevent the release of pollutants (e.g., toxins, chemicals, petroleum products, exotic plant materials) or other elements that might degrade or harm biological resources or ecosystem processes within the adjacent conservation area.

   b. Toxics: Development of the proposed Project adjacent to or within a conservation area shall be required to incorporate measures to ensure that application of fertilizers, pesticides, herbicides or similar chemicals does not result in any discharge to the adjacent conservation area.

   c. Lighting: Lighting in areas adjacent to or located within conservation areas shall be shielded and directed away from the conservation area, toward developed areas. Landscape shielding or other appropriate methods shall be incorporated in project designs to minimize the effects of lighting adjacent to or within the adjacent conservation area in accordance with the guidelines included in the Implementation Manual.

   d. Noise: Noise generated by construction adjacent to or within a conservation area in excess of 75 dBA shall incorporate setbacks, berms, or walls, as appropriate, to minimize the effects of noise on the adjacent conservation area according to Implementation Manual guidelines.

   e. Invasives: Landscape plans shall be prepared for proposed projects implementing the Specific Plan. Landscape plans for areas that are located adjacent to or within a conservation area are prohibited from using

invasive, non-native plant species in their design. Prohibited invasive ornamental plant species are listed in Table 4-113 of the CVMSHCP (Appendix F). The Coachella Valley native plant species listed in Table 4-112 of the CVMSHCP shall be incorporated into landscape design within or adjacent to conservation areas.

Mitigation Related to MBTA

BIO-3 If ground disturbance, tree or plant removal on vacant land is proposed between February 1st and August 31st, a qualified biologist shall conduct a nesting bird survey within 14 days of initiation of grading onsite focusing on MBTA covered species. If active nests are reported, then species-specific measures shall be prepared. At a minimum, grading in the vicinity of a nest shall be postponed till the young birds have fledged. For construction between September 1st and January 31st, no pre-removal nesting bird survey is required.

a. In the event active nests are found, exclusionary fencing shall be placed 200 feet around the nest until such time as nestlings have fledged. Nests of raptors and burrowing owls shall be provided a 500-foot buffer.

Ground disturbance between September 1 and January 31 shall be exempt from this requirement.

Mitigation Related to Burrowing Owl

BIO-4 If burrowing owl are detected on a potential development site, a “take avoidance survey” shall be conducted no less than 14 days and no more than 30 days (in accordance with the Staff Report on Burrowing Owl Mitigation [CDFW 2012]) prior to groundbreaking activities. Additionally, if detected a final survey must be conducted within 24 hours of the initiation of ground disturbance activities in accordance with the CDFW 2012 protocol.

a. If no burrowing owls are detected during those surveys, implementation of ground disturbance activities could proceed without further consideration of this species assuming there is no lapse between the surveys and construction as the protocol states “time lapses between Project activities trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance."

b. If burrowing owls are detected during the take avoidance surveys, avoidance and minimization measures would then be required and could include the establishment of a buffer zone, the passive or active relocation of the individual(s) or other measures approved by the CDFW.

With implementation of Mitigation Measures BIO-1 through BIO-4, potential Project-related impacts to sensitive species would be less than significant.

C. CULTURAL AND TRIBAL RESOURCES

Thresholds - Cultural Resources

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.

c) Disturb any human remains, including those interred outside of dedicated cemeteries.

Thresholds - Tribal Cultural Resources

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

    i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

    ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Finding: Less Than Significant With Mitigation (EIR, p. 2.6-7 through -11)

Explanation – Cultural Resources: The City's historic resources inventory prepared by the City in 2002 identified no registered historic resources in the planning area and vicinity as part of a historic resources survey or an environmental review. Only one historical resource determined eligible for the National Register of Historic Places was identified within the Project planning area The Specific Plan does not intend redevelopment of any potential historical resource.

A historical/archaeological resources records search at the Eastern Information Center (EIC), University of California, Riverside in 2014 identified 14 historic sites in 32 studies conducted in and around the planning area. While these sites are not known to occur in the planning, they may be considered or qualify as an "historical resource" pursuant to

CEQA § 15064.5. Future development may need project-specific cultural resources studies and/or pre-construction surveys that identify historic resources and set forth treatment measures to minimize potential impacts (Mitigation Measure CUL-1).

The entire Project planning area is located within the tribal "Traditional Use Area" as identified by the Agua Caliente Band of Cahuilla Indians. The planning area is part of the Cahuilla people's prehistoric and historic patterns of settlement and mobility through the region. While only a portion of PA-1 consists of tribal land and is identified as area of concern for sensitive cultural resources, Tribal cultural resource sites off tribal land are also protected.

The historical/archaeological resources records search at the Eastern Information Center in 2014 identified 20 prehistoric sites in 32 studies conducted in and around the planning area. Most of the prehistoric sites are located at higher elevations south of Highway 111. Vacant developable lands located close to the mountains and foothills are more likely to harbor archaeological resources. Three cultural resources studies were conducted for previous project/proposals on the bulk of PA-1 and PA-2 west of Highway 111, and did not identify any archeological resources but recommended standard mitigation measures for unanticipated discovery of cultural resources. Undeveloped lands bordering the Whitewater River Channel may contain potentially sensitive zones. With the implementation of Mitigation Measure CUL-2 through CUL-5, impacts to archaeological resources in the planning area and vicinity are expected to be less than significant.

Most of the planning area have been previously disturbed; past Native American use patterns and current site conditions make the discovery of human remains very unlikely on the developed parcels. The entire planning area is within the "Traditional Use Area" identified by the Agua Caliente Band of Cahuilla Indians and therefore there is some potential to encounter human remains during construction of future development, especially in the currently vacant and undeveloped areas which have previously been surveyed. Should any human remains be encountered during site disturbance, California Health and Safety Code Section 7050.5 requires that all excavation stop, and that the County coroner inspect the site. Should the remains be identified as Native American by the coroner, the NAHC is required to contact the most likely descendant, and that descendant may recommend appropriate burial. This requirement, reflected in Mitigation Measure CUL-6, will assure that impacts associated with human remains are less than significant.

Explanation – Tribal Cultural Resources: To protect identified and potential Tribal Cultural Resources specific locations of these sites are not disclosed, most occurring at higher elevations south of Highway 111. Undeveloped lands located close to the mountains and foothills have the potential to harbor tribal cultural resources. The presence of a qualified archaeological monitor is required for all site disturbance within the Specific Plan planning area. With the implementation of Mitigation Measure CUL-2 through CUL-5, impacts to archaeological resources in the planning area and vicinity are expected to be less than significant.

SB 18 and AB 52 require the City to initiate a formal consultation process with relevant Tribes prior to adopting or amending a General Plan or releasing an environmental impact report, negative declaration, or mitigated negative declaration. In May 2020, the City sent written correspondence to thirteen (13) Tribal representatives in compliance with SB 18, and six (6) Tribal representatives in compliance with AB 52, to notify them of the City's intent to prepare a Specific Plan and associated EIR. Written responses were only received from the Agua Caliente Band of Cahuilla Indians (ACBCI). Site disturbances on vacant land, such as grading and subsurface excavations, may unearth previously unknown tribal cultural resources, particularly in any culturally sensitive areas. Implementation of existing General Plan policies and Mitigation Measures CUL-2 through CUL-5 will assure that potential impacts of individual development projects within the planning area on Tribal Cultural Resources are reduced to less than significant levels.

Mitigation

CUL-1 In instances where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of an historical resource will be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant.

CUL-2 Where appropriate and in conjunction with other measures, require documentation of an historical resource by way of historic narrative, photographs or architectural drawings, prior to impacting the resource, and require additional mitigation where necessary to ensure that adequately mitigate the effects to a point where impacts are clearly less than significant.

CUL-3 Whenever feasible, seek to avoid damaging effects on any historical resource of an archaeological nature. The following factors shall be considered and discussed in CEQA documentation for a project involving such an archaeological site:

(A) Preservation in place shall be the preferred manner of mitigating impacts to archaeological sites. Preservation in place maintains the relationship between artifacts and the archaeological context. Preservation may also avoid conflict with religious or cultural values of groups associated with the site.

(B) Preservation in place may be accomplished by, but is not limited to, the following:

1. Planning construction to avoid archaeological sites;
2. Incorporation of sites within parks, greenspace, or other open space;
3. Covering the archaeological sites with a layer of chemically stable soil before building tennis courts, parking lots, or similar facilities on the site.
4. Deeding the site into a permanent conservation easement.

(C) When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archaeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation.

(D) Data recovery may not necessarily be required for an historical resource if the City, as CEQA lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historical resource, provided that the determination is documented in the project EIR and that the studies are deposited with the California Historical Resources Regional Information Center.

CUL-4 Pre-Construction Surveys

The City shall require intensive-level cultural resources surveys by qualified archaeologists, historians, and/or architectural historians, where deemed necessary and especially in areas of relatively high sensitivity for cultural resources. Studies should include in-depth records search at the EIC, historic background research, intensive-level field survey, and consultation with the Native American representatives and/or other relevant parties, as well as impact evaluation and mitigation programs, as needed. The City shall monitor and enforce recommended mitigation measures.

CUL-5 Archaeological and/or Tribal Resource Procurement and Documentation

Should unknown archeological or tribal cultural resource materials become unearthed, the area of potential resources shall be cordoned off and protected from further disturbance until a qualified archeologist can investigate the discovery. The qualified archaeologist shall prepare a findings report summarizing the methods and results of the investigation, including an itemized inventory and detailed analysis of recovered artifacts upon completion of field and laboratory work. The report shall include an interpretation of the cultural activities represented by the artifacts and a discussion of the significance of all archaeological or tribal finds. The submittal of the report to the City and Tribal representative, as appropriate, along with final curation of the recovered artifacts, will signify completion of the monitoring program and, barring unexpected findings of extraordinary significance, the mitigation of potential project impacts on cultural and tribal resources.

CUL-6 Human Remains

Should buried human remains be discovered during grading or other

construction activity, in accordance with State law, the County coroner shall be contacted. If the remains are determined to be of Native American heritage, the Native American Heritage Commission and the appropriate local Native American Tribe shall be contacted to determine the Most Likely Descendant (MLD).

D. GEOLOGY AND SOILS

Thresholds

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

   i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
   ii) Strong seismic ground shaking?
   iii) Seismic-related ground failure, including liquefaction?
   iv) Landslides?

b) Result in substantial soil erosion or the loss of topsoil?

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Finding: No Impact, Less Than Significant Impact, Less Than Significant With Mitigation (EIR, p.2.7-10 through -17)

Explanation: The Project planning area is not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known active or potentially active faults in the planning area or within the immediate vicinity. The nearest Alquist-Priolo Earthquake Fault Zone is the Banning fault, located north and northeast of the planning area with an approximate shortest distance of 6.3 miles and capable of generating a maximum magnitude 7.2

earthquakes. Given the distance between the active faults and the Project planning area, moderate to severe ground shaking is considered the primary geologic hazard. Based on the location with respect to active faults and outside any Alquist-Priolo Earthquake Fault Zone, impact related to fault-related ground rupture is not anticipated.

The Project planning area is within a seismically active area where intense groundshaking could occur during an earthquake event a nearby fault. Seismic ground-shaking could pose hazards to existing and future development in the Project planning area, including damage to building foundations, frames, walls and columns, windows, chimneys, and ceilings, as well as improvements like roads, subsurface pipes, and utility infrastructure. Larger earthquakes and those of longer duration could cause more damage, with some buildings performing more poorly than others.

Specific Plan includes standards and guidelines help minimize potential damage from seismic ground shaking to less than significant levels, requiring continued compliance with the Uniform Building Code/International Building Code. In addition, beneficial impacts are expected with redevelopment of vulnerable structures.

Ground failure from liquefaction may include lateral spreading, flow failure, ground oscillation, loss of bearing strength, and ground lurching. This hazard is considered low in the planning area. Project-specific geotechnical analysis will also identify appropriate earthwork, grading, slopes, foundations, pavements, and other necessary geologic and seismic design considerations. All will ensure to minimize potential impacts to less than significant levels.

Ridgetop fissuring and shattering that result from strong ground shaking may occur in the topographically steep areas of the City. The Specific Plan requires project-specific geotechnical investigations where development is proposed in areas identified as being subject to geotechnical hazards, including slope instability. Minimized grading of and modification to natural topography in these areas is also recommended to reduce the potential for development-induced slope failures. Impacts would be less than significant with the implementation of development standards and prevention measures.

The majority of the planning area is subject to a moderate wind erosion hazard, and the upper portion of the planning area near the Whitewater River is subject to severe wind erosion hazard. Wind erosion can generation of fugitive dust, impairing air quality and damaging property. Site development will contribute to increased wind erosion and a dust control management plan will be required as part of the grading permit to minimize potential impacts caused by blowing dust and sand during and following construction. Best Management Practices (BMPs) and ultimately new pavement, roads, buildings, and landscaping stabilize soils and reduce soil erosion from both wind and water. Implementation of project-specific and standard erosion control measures will ensure the impacts related to soil erosion or loss of topsoil are less than significant.

Collapsible soils are a common geotechnical constraint in the Coachella Valley. Soils on individual development sites will be evaluated by site-specific geotechnical studies.

Mitigation includes soils pre-watering, positive drainage, use of roof gutters and limiting the use of irrigation water.

Ground subsidence associated with ground water extraction has been a regional issue, especially in the eastern portion of the Coachella Valley. Groundwater recharge being carried out by CVQWD and other basin managers are beginning to mitigate this condition. The potential for seismically induced ground subsidence should be determined by site-specific geotechnical studies and compliance with building and seismic code requirements will ensure impacts are less than significant levels.

Expansive soils swell when wetted and shrink when they dry out causing changes in volume that can affect structures. The Project planning area is generally classified as containing little or no expansive soils. With local surface soils comprised predominantly of sand of various types (stony, gravelly, cobbly, fine), sandy loam, fluvents, and rock outcrop, these surface soils contain relatively minor amounts of clay. Nonetheless, site-specific geotechnical investigations will be required to identify potential expansive soils, if any, and provide mitigation measures to reduce the expansion potential. Compliance with the requirements set forth on project-specific geotechnical analyses will ensure that impacts related to expansive soils remain less than significant.

All but two small portions of the Project planning area are on CVWD's community sewer system. The proposed Specific Plan facilitates implementation of City policies and programs pertaining to sewer system connections. New development in the Project will be required to connect to the public sewer system. No impacts regarding soils incapable of supporting septic tanks or alternative wastewater disposal systems are expected; no mitigation is required.

The planning area is not known to contain unique paleontological or geologic features. The majority of local surface soils are composed of recently deposited alluvium with a low potential to contain paleontological resources. Continued development in the Project planning area has a very limited potential to result in direct and/or indirect impacts to paleontological resources. Future development proposals will be subject to CEQA analysis, including identification of paleontological resources and appropriate mitigation measures, as needed. Overall, impacts will be less than significant, and no mitigation is required.

Mitigation

GEO-1 The City shall maintain the online information database containing maps and other information which describe seismic and other geotechnical hazards occurring within the planning area.

GEO-2 The City shall actively promote public education, research, and information dissemination on seismic and geotechnical hazards.

GEO-3 New development in the planning area shall be constructed in accordance with the prevailing seismic design requirements contained in the most recently adopted edition of the Uniform Building Code/International Building Code and as otherwise required by the City.

GEO-4 The City shall continue to incorporate seismic risk analysis into the City's on-going building inspection program.

GEO-5 On sites where threats from seismic hazards cannot be adequately mitigated through the application of existing regulatory requirements and Updated General Plan policies and implementation programs, the City shall use open space easements and/or other related regulatory measures to limit development and thus avoid public safety hazards.

GEO-6 Proposals for development on wind or stream-deposited sediment on the valley floor shall include site-specific subsurface geotechnical investigations that address settlement, liquefaction, and collapsible soils. These hazards can generally be mitigated by proper excavation, compaction and foundation design.

GEO-7 The City shall continue to require expansive soils testing as part of its grading and building codes, and shall assure the implementation of mitigation measures which minimize these hazards, such as the use of reinforcing steel in foundations, drainage control devices, overexcavation and backfilling with non-expansive soils.

GEO-8 The City shall continue to support and encourage local and regional groundwater conservation measures in an effort to mitigate potential subsidence resulting from groundwater overdraft. (see also Water Resources discussion in Section 2.9: Hydrology and Flooding).

GEO-9 All grading permit applications shall include a PM_{10} Management Plan in conformance with the latest approved Coachella Valley PM_{10} requirements in place at the time construction occurs. Blowing dust and sand during grading operations shall be mitigated by adequate watering of soils prior to and during grading, and limiting the area of dry, exposed soils during grading (see also Air Quality discussion in Section 2.4).

GEO-10 Where development is proposed adjacent to or in close proximity to steep slopes, site-specific geotechnical studies shall be conducted to evaluate the potential for rock falls and/or slope failure, and to establish mitigation measures which minimize these hazards.

GEO-11 During site grading, all existing vegetation and debris shall be removed from areas that are to receive compacted fill. Any trees to be removed shall have a minimum of 95% of the root systems extracted or as prescribed by the project soils engineer. Man-made objects shall be overexcavated and exported from the

site. Removal of unsuitable materials may require excavation to depths ranging from 2 to 4 feet or more below the existing site grade.

GEO-12 All fill soil, whether on site or imported, shall be approved by the individual project soils engineer prior to placement as compaction fill. All fill soil should be free from vegetation, organic material, cobbles and boulders greater than 6 inches in diameter, and other debris. Approved soil shall be placed in horizontal lifts of appropriate thickness, as prescribed by the soils engineer, and watered or aerated as necessary to obtain near-optimum moisture content.

GEO-13 Fill materials shall be completely and uniformly compacted to not less than 90% of the laboratory maximum density as determined by ASTM test method D-1557-78. The project soils engineer shall observe the placement of fill and take sufficient tests to verify the moisture content, uniformity, and degree of compaction obtained. In-place soil density should be determined by the sand-cone method, in accordance with ASTM Test Method D-1556-64 (74), or equivalent test method recommended by the soils engineer and as acceptable to the City Building and Safety Department.

GEO-14 Finish cut slopes generally shall not be inclined steeper than 2:1 (horizontal to vertical). Attempts to excavate near-vertical temporary cuts for retaining walls or utility installations in excess of 5 feet may result in gross failure of the cut and may possibly damage equipment and injure workers. All cut slopes must be inspected during grading to provide additional recommendations for safe construction.

GEO-15 Finish fill slopes shall not be inclined steeper than 2:1 (horizontal to vertical) or as approved by the project geotechnical engineer. Fill slope surfaces should be compacted to 90% of the laboratory maximum density by either over-filling and cutting back to expose a compacted core or by approved mechanical methods.

GEO-16 Foundation systems that utilize continuous and spread footings may be recommended by the project soils engineer for the support of one and two-story structures. Foundations for higher structures must be evaluated based on structure design and on-site soil conditions.

GEO-17 Positive site drainage shall be established during finish grading. Finish lot grading shall include a minimum positive gradient of 2% away from structures for a minimum distance of three (3) feet and a minimum gradient of 1% to the street or other approved drainage course.

GEO-18 An adequate subdrain system shall be constructed behind and at the base of all retaining walls to allow for adequate drainage and to prevent excessive hydrostatic pressure.

GEO-19 Utility trench excavations in slope areas or within the zone of influence of structures should be properly backfilled in accordance with the following recommendations:

a) Pipes shall be bedded with a minimum of 6 inches of pea gravel or approved granular soil. Similar material shall be used to provide a cover of at least 1 foot over the pipe. This backfill shall then be uniformly compacted by mechanical means or jetted to a firm and unyielding condition.

b) Remaining backfill may be fine-grained soil. It shall be placed in lifts not exceeding 6 inches in thickness or as determined appropriate, watered or aerated to near optimum moisture content, and mechanically compacted to a minimum of 90% of the laboratory maximum density.

c) Pipes in trenches within 5 feet of the top of slopes or on the face of slopes shall be bedded and backfilled with pea gravel or approved granular soils as described above. The remainder of the trench backfill shall comprise typical on-site fill soil mechanically compacted as described in the previous paragraph.

E. HYDROLOGY AND WATER QUALITY

Threshold:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
   i) result in substantial erosion or siltation on- or off-site;
   ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
   iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
   iv) impede or redirect flood flows?

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Finding: Less Than Significant With Mitigation (EIR, p. 2.9-12 through -15)

Explanation: The Project will have no discharges associated with its development are expected to create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or cause regulatory standards to be violated. City and Regional Water Quality Control Board review would ensure that construction and operational best management practices (BMPs) satisfy local, state, and federal standards. Existing regulations will require preparation of a Water Quality Management Plan (WQMP) will be required for any development proposal in excess of 5,000 square feet. The proposed Specific Plan promotes drought-tolerant landscaping and water-efficient buildings, structures, and appliances. New construction will be required to comply with Title 24 provisions, which will limit water demand. It is anticipated that water demand from new development facilitated by the Specific Plan will be lower on a unit basis (square foot and dwelling units) than current development, much of which has been built before stricter water use regulations were implemented. Given sufficient ground water resources in the Project service area, and Specific Plan standards and guidelines to conserve water resources, buildout of the proposed Specific Plan would result in less than significant impacts related to water resources.

While the planning area is bounded by the Whitewater River, the 100-year and Standard Project Flood volumes are contained in the existing channel. Tributary flows are comprised of a variety of smaller drainages with limited watersheds. Conveyances of slope runoff to the Whitewater River are via existing and planned underground pipes, some of which may have to be modified or supplemented to provide sufficient capacity to convey expected volumes of local runoff.

The Proposed Project facilitates new and re-development within well-defined sites and tributary watersheds, and will not alter the course of any stream or river. Runoff from new development will also be addressed through use of on-site stormwater detention or retention. The Specific Plan also requires desert/drought-tolerant landscaping and associated opportunities for on-site stormwater retention, creation of small-scale water gardens for nuisance water and other runoff, and the construction of on-site retention/detention facilities sufficient to contain the increase in generated runoff on site. Future retention basins will be required to store the 100-yr 24-hour design storm volume in accordance with City standards and regulations. The use of bio-remediation and the depth to groundwater help ensure that neither surface not groundwater quality will be affected by the stormwater runoff from future development.

The City requires thoughtful and effective stormwater management plans that retain runoff onsite, effectively direct flood flows, and include other improvements, as necessary, to ensure that the City's system of surface and subsurface runoff conveyance is properly constructed and maintained. Impacts will be less than significant.

No structures for human occupancy would occur within the 100-year flood zone with Specific Plan implementation. No critical facilities such as schools are proposed within the 100-year flood zone in the Specific Plan. Facilities using, storing, or otherwise involved with substantial quantities of on-site hazardous materials will not be permitted in the flood zones. As noted, the Project will conform with applicable water quality regulations of the City of Rancho Mirage and the Regional Water Quality Control Board. In many if not all cases, WQMPs will be required to further ensure that development projects facilitated by the Specific Plan will not conflict with or obstruct implementation of a water quality control or sustainable groundwater management plan. Impacts will be less than significant.

Mitigation

The Draft EIR determined that the Project does not require specific mitigation measures. Nonetheless, as noted above in the DEIR, compliance with City and state regulatory requirements will serve to effectively avoid, minimize and otherwise mitigate potentially significant impacts to water resources or water quality, or from existing and future flood hazards that could result from implementation of the Specific Plan. The following measures serve to reinforce actions to be taken by the City and local Regional Water Quality Control Board to ensure that the community remains safe from local and regional flooding hazards and that the community's water resources will be used wisely and will be protected for the long-term.

HYD-1 Where appropriate, the City shall continue to partner with and support federal, state, and local agencies in regional planning and management initiatives to promote and enhance water quality in the Whitewater watershed.

HYD-2 The City shall require all new development to minimize the creation of new impervious surfaces to the extent practicable. The City shall also prohibit post-project peak storm water runoff discharge rates from exceeding the estimated pre-project rate by requiring approved on-site retention or detention.

HYD-3 The City shall require all new developments to include facilities that intercept pollutants prior to storm events during construction to control dust and prevent discharge of debris or sediment from development sites.

HYD-4 Require the installation and application of water-conserving technologies, in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Administrative Code Section 1601(b), and other applicable sections of Title 24 of the Public Code.

HYD-5 Provide information to developers, contractors, property owners and other appropriate parties on the usage and benefits of water conserving fixtures.

HYD-6 The City shall maintain, update and fully implement a water conserving landscape ordinance, which requires the use of native and non-native drought-resistant planting materials and efficient irrigation systems in new development.

HYD-7 Coordinate with the Coachella Valley Water District to expand and strengthen educational materials and programs that inform consumers of the methods and benefits of water-saving techniques available.

HYD-8 Coordinate with CVWD regarding the feasibility of extending sewer facilities to the unsewered areas of the planning area.

HYD-9 Evaluate all proposed land use and development plans for their potential to create groundwater contamination hazards from point and non-point sources, and confer with other appropriate agencies to assure adequate review.

HYD-10 The City shall require all new development, public and private, to meet or exceed State stormwater requirements and incorporate best management practices to treat, infiltrate, or filter storm water runoff and reduce pollutants discharged into the storm drain system during construction and post-construction, to the maximum extent practicable.

F. LAND USE

Threshold:

a) Physically divide an established community.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Finding: Less Than Significant Impact (EIR, p. 2.10-6 through -8)

Explanation: The Specific Plan planning area is a linear assemblage of lands and land uses located along the Highway 111 corridor, which itself does serve to divide and somewhat isolate the sub-areas located on either side of the highway. There are no neighborhoods or communities that are divided by the highway, however. The Specific Plan sets forth coherent and cohesive standards and guidelines that enhance established neighborhoods and communities along the Highway 111 corridor and facilitate a unified sense of place through architectural, landscaping, signage, and lighting programs. The Specific Plan encourages the enhancement of the existing community and the creation of new, integrated neighborhoods through planned infill development and compatible master-planned mixed-use development along the Highway 111 corridor. Implementation of the proposed Specific Plan would not result in the physical division of an established community. Impacts to established communities will be less than significant.

The proposed Specific Plan generally maintains the basic land use distribution envisioned in the General Plan, but it revises some land use designations and acreages, increases residential densities in some portions of the planning area, and reduces parking

requirement for some complementary land uses. The Specific Plan will supersede certain provisions or regulations of the City's Zoning Ordinance as applied to the planning area and fully replace existing plans and is designed to be compatible with surrounding existing and planned land uses.

The Project will not conflict with the Coachella Valley Multiple Species Habitat Conservation Plan are discussed in detail in Section 2.5 of the EIR. CVMSHCP lands that occur in the planning area are designated for Conservation and are subject to that Plan's *Land Use Adjacency Guidelines.* As a Permittee under the Plan, the City also otherwise complies with the CVMSHCP provisions for proposed development within the Conservation Areas of the CVMSHCP. Therefore, the Project is in conformance and will not conflict with the CVMSHCP. Implementation of the proposed Specific Plan will not conflict with the City General Plan or other land use plans and policies that it could cause environmental impacts. Therefore, the proposed Specific plan will not cause a significant environmental impact due to such potential conflicts.

Mitigation

LU-1 Individual proposed projects, especially those involving a mix of residential and other uses, as well as those located nearby or adjacent to sensitive lands or uses, shall be fully evaluated during the project review process to assure that all land use compatibility issues are addressed and mitigated.

LU-2 Construction activities occurring in the planning area shall be staged at least 100 feet from residential land uses whenever possible. Construction activities that have the potential to affect safety, privacy, structures or landscaping, are to be minimized to the greatest degree practicable through standard Best Management Practices.

G. NOISE

Threshold:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b) Generation of excessive groundborne vibration or groundborne noise levels;

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Finding: Less Than Significant Impact and Less Than Significant With Mitigation (EIR, p.2.7-10 through -17)

Explanation: The Project Noise Impact Analysis considered current noise levels, horizon year (2040) without Project conditions, and horizon year with Project conditions. Modeled noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA noise levels. According to the analysis, existing CNEL noise levels range from 65.7 to 76.1 dBA CNEL. The horizon year without Project conditions range from 67.3 to 76.7 dBA CNEL, meaning off-site traffic noise levels are expected to increase from 0.0 to 1.6 dBA CNEL under the existing conditions. Under Project conditions, horizon year conditions would range from 67.2 to 76.7 dBA, which is a noise level increase of 0.0 to 1.5 dBA CNEL. Based on the significance criteria for off-site traffic, the increase in background traffic growth associated with the proposed land use assumptions in the Specific Plan area would experience less than significant noise impacts.

The dominant noise sources in the Project planning area will continue to be vehicular traffic, and to a less extent grounds maintenance equipment, heating and ventilation and air conditioning (HVAC) units, and could generate exterior noise levels greater than 65 dBA CNEL, and interior noise levels greater that 45 dBA CNEL. Mitigation is proposed requiring site-specific noise impact analyses to reduce potential impacts associated with on-site exterior and interior noise levels and management. If future developments are properly conditioned, on-site noise impacts will be less than significant. Therefore, Project-wide impacts would be less than significant with mitigation.

Ground Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction and operation. Therefore, the Federal Transit Agency (FTA) guidelines set forth in the FTA Transit Noise and Vibration Impact Assessment Manual (2018) were used to evaluate potential impacts related to construction vibration for both potential building damage and human annoyance. Based on the “vibration in decibels” (VdB) FTA criteria, construction vibration impacts would be significant if vibration levels exceed 100 VdB, which is the general threshold where damage can occur to typical buildings or 72 VdB at residences during nighttime hours.

Construction operations for potential future projects within the Specific Plan Area would expose nearby sensitive receivers to a temporary increase in vibration depending on the construction procedures and equipment, soil type, and receptor-building construction. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the audible and perceptible ranges in buildings close to construction sites.

The potential for site-specific construction-related vibration impacts shall be assessed on a case-by-case basis during the City’s environmental review process prior to the issuance of building permits. Construction activities would be required to comply with all city requirements for the control of construction vibration. The implementation of relevant General Plan policies and programs and compliance with the standard city requirements will reduce or otherwise mitigate potential vibration-related impacts to less than significant levels.

Mitigation

N-1 Prior to the issuance of a building permit for residential dwelling units within the Highway 111 Specific Plan area, the Project Applicant/ Developer shall submit an acoustical report to the City of Rancho Mirage, which shall identify all reasonable and feasible noise mitigation measures to satisfy the 65 dBA CNEL exterior noise level standard.

If the exterior noise levels cannot be fully mitigated to the 65 dBA CNEL exterior noise level standard for outdoor environments, the acoustical report shall satisfy the 45 dBA CNEL interior noise level standard of the City of Rancho Mirage General Plan Noise Element, and by Title 24, Part 2, of the California Building Code.

N-2 Prior to the issuance of a building permit for residential dwelling units within the Highway 111 Specific Plan, the Project Applicant/ Developer shall submit an acoustical report to the City of Rancho Mirage, that demonstrates that the interior noise levels in all habitable rooms will satisfy the 45 dBA CNEL interior noise level standard of the City of Rancho Mirage General Plan Noise Element, and by Title 24, Part 2, of the California Building Code.

H. POPULATION, HOUSING AND SOCIO-ECONOMIC RESOURCES

Thresholds

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Finding: Less Than Significant Impact (EIR, p. 2.13-9 through -13)

Explanation: Implementation of the Specific Plan would facilitate new housing and businesses, and the extension of infrastructure including utilities and to a lesser extent, roads, that would directly and indirectly result in substantial, but planned, population growth over the life of the Specific Plan until full buildout. Population growth in the planning area is planned and anticipated by the City, and is consistent with the City's vision for this area. Therefore, impacts associated with population growth would be less than significant.

At Specific Plan buildout, the land use designation with the most dwelling units would be Mixed Use (1,082 units or 71.9%), followed by High Density Residential (225 units or

15.0%). The 1,176 potential units facilitated by the Specific Plan would be of Mixed Use and High, both of which would be developed at a maximum density of 28 units per acre. The allowance of such high maximum density demonstrates that the City can provide a substantial number of future residential units that are market-rate affordable. It is also noted that the goals and policies of the City's Housing Element support the development of a variety of housing types and residential densities within the City, as proposed in the Highway 111 Specific Plan. Accordingly, the Specific Plan would not result in a population increase in substantial excess of what is anticipated by the City. Impacts would be less than significant.

The Specific Plan would increase residential densities, would expand the housing supply and have a net beneficial impact. The Specific Plan provides for High Density SP Residential development with a maximum density of 28 units per acre and encourages affordable housing in portions of the planning area. Redevelopment as a result of the new land use designation under the proposed Specific Plan may displace existing people or housing. Of the existing 328 dwelling units in the planning area, only four single-family homes could be displaced by redevelopment. Therefore, the Specific Plan will not displace substantial numbers of existing people or housing, and does not necessitate the construction of replacement housing elsewhere.

Mitigation

PH-1 If redevelopment projects would displace existing people or housing on the project sites, the developers are responsible to assist with temporary replacement housing or arrangements.

I. PUBLIC SERVICES

Threshold:

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

- Fire Protection?
- Police Protection?
- Schools?
- Parks (see EIR Section 2.15: Recreational Resources)
- Other Public Facilities?

Finding: Less Than Significant With Mitigation (EIR, p. 2.14-5 through -9)

Explanation:

Fire Protection Services

Implementation of the Specific Plan could result in the development of up to 1,176 dwelling units, 1,250,172 square feet of commercial uses, as well as 4 acres of institutional uses and 3 acres of open space uses in the Highway 111 corridor at full buildout, in addition to existing development. It would introduce new structures and additional residents to the planning area, thus increasing the demand for the fire protection services. There are two fire stations in the City currently, and Station No. 50 on Highway 111 and adjacent to the Project serves the entire planning area. Because the Highway 111 corridor would have more structures at buildout of the proposed Specific Plan, the potential for structural fires would increase. Therefore, the demand for fire protection services, including fire protection resources such as staff, equipment, and fire stations would increase as buildout of the planning area occurs.

Compliance with the applicable design requirements and payment of its full, fair share of infrastructure costs would ensure that development facilitated by the proposed Specific Plan would not result in significant adverse impacts to fire protection services. Future development will be evaluated on a project-by-project basis to assure that the City provides adequate and timely expansion of fire protection capabilities, services and facilities to meet future development demands. Impacts would be less than significant with the implementation of Mitigation Measure PS-1 through PS-5.

Police Protection Services

Implementation of the Specific Plan could result in the addition of approximately 2,354 new residents from the development of 1,176 additional dwelling units throughout the planning area. To achieve an officer-to-population ratio of not less than one officer for every 1,000 residents, new development facilitated by the Specific Plan would result in the demand for up to three (3) new law enforcement officers. This increase in demand for police services would be met through the hiring of additional staff, as needed, which would be funded through existing funding mechanisms such as the general fund revenue and grant funding. Impacts would be less than significant with the implementation of Mitigation Measure PS-1 through PS-5.

Schools

Implementation of the Specific Plan would result in the development of up to 1,176 new dwelling units throughout the planning area. Assuming a maximum-case combined student generation rate (single-family and multi-family student generation rate of 0.1769 elementary/middle/high school students per dwelling unit), approximately 209 new elementary/middle/high school students would be generated by buildout of the Specific Plan. PSUSD and DSUSD are empowered to collect school impact fees as new development occurs. These fees serve to fund additional school resources. Impacts would be less than significant pursuant to SB 50. However, new school facilities or expansion of existing facilities could be required as the population and corresponding demand for services increases in the district. Each school are evaluated on a project-by-project basis to assure that impacts are avoided, minimized or mitigated, as needed. Therefore, buildout of the Specific Plan would result in a less than significant impact related to schools with the implementation of Mitigation Measure PS-6 through PS-9.

Other Public Facilities

Implementation of the Specific Plan would add approximately 2,354 new residents to the planning area and would gradually increase the demand for library and other public services as the planning area builds out. New facilities or expansion of existing facilities including library could be needed as the population and corresponding demand for services increases. Each public facility would be evaluated on a project-by-project basis to assure that environmental impacts are minimized or mitigated, as needed. The planning area includes four acres of developable vacant land designated for Public – Library use, which could be used for a new or expanded facilities. Therefore, the buildout of the proposed Specific Plan would result in a less than significant impact related to other public facilities including libraries with the implementation of Mitigation Measure PS-10 through PS-12.

Mitigation

Fire and Police Services

PS-1 The Fire and Police Departments shall evaluate proposals for new development to assure adequate emergency access, the integration of defensible space principles, clear street name signage and numbering, internal circulation, fire flow and other safety design considerations.

PS-2 The City and its public safety agencies shall strictly enforce the California Building and Fire Codes, City Municipal Code and other applicable building standards in the course of reviewing development plans and conducting building inspections.

PS-3 The City shall apply objective criteria, including appropriate minimum response time, the matching of services and facilities to local needs, and the availability of alternative routes to serve target neighborhoods, and assure the optimal siting of future fire and police stations.

PS-4 The City shall assist the Sheriff's Department to enhance public awareness and participation in crime prevention, and encourage and promote the Neighborhood Watch Program, Citizens on Patrol and other community-oriented policing programs. The City shall use existing programs dealing with personal safety awareness, such as neighborhood and commercial association watch/protection programs, and emergency preparedness and education for residents to register their cell phone with "Alert RivCo" at https://rivcoready.org/AlertRivCo used to alert Riverside County community members of urgent actions to take during disasters, such as earthquakes, wildfires, and floods.

Schools and Libraries

PS-6 Review PSUSD development proposals and environmental documentation, and otherwise coordinate with the institution in planning new public school facilities as

part of the City's continuing effort to provide enhanced educational opportunities for the community's residents.

PS-7 The City shall encourage and/or require the use of design and development techniques, such as sound attenuation walls, earthen berms and acoustical insulation in buildings, that mitigate potential traffic and other noise impacts on schools and libraries.

PS-8 The City shall continue to explore opportunities for public access to and use of recreational and open space at local schools during non-school hours.

PS-9 The City shall coordinate with PSUSD, COD and the Riverside County Library System to ensure that safe routes and means to school and library facilities through the thoughtful implementation of complete street and other design principles.

Public Facilities

PS-10 The City shall periodically review its official Land Use Map and development patterns to assure the availability of adequate sites for future public and quasi-public buildings, infrastructure, and other facilities. The City shall confer and coordinate with other public and quasi-public agencies regarding their long-term needs.

PS-11 Critical structures and facilities (including civic administrative center, hospitals, fire stations, police stations, schools and major communications facilities) shall be restricted from geologically and hydrologically hazardous areas, to the greatest extent practical.

J. RECREATIONAL RESOURCES

Threshold:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Finding: Less Than Significant Impact with Mitigation (EIR, p. 2.15-5 through -6)

Explanation: The Specific Plan would facilitate the development of up to 1,176 residential dwelling units that would generate approximately 2,354 residents within the planning area and will incrementally increase demand for recreational resources, including accessible

open space. Increased demand will be met through a combination of on-site improvements, private recreation, and payment of fees to the City. Existing and expanded parks are located within and near the Project planning area, as are a variety of trails and other active open space areas. Future development will pay City's in-lieu parkland fee, as identified by Mitigation Measure REC-1, subject to possible partial credit for the public and private recreational facilities constructed in the planning area. Implementation of MM REC-1 would mitigate potential impacts to City parks and recreation facilities to less than significant levels.

The Specific Plan will facilitate new residential development that will provide a variety of recreational and open space amenities, including pools and spas, and other recreational amenities depending on the type and size of new development project. To ensure that such improvements, whether public or private, does not have an adverse impact on the environment, the EIR includes mitigation measures set forth in Sections 2.4: Air Quality; 2.12: Energy, 2.7: Geology and Soils; 2.8: Greenhouse Gas Emissions; 2.9: Hazards and Hazardous Materials; 2.10: Hydrology and Water Quality; 2.13: Noise; and 2.17: Traffic and Transportation. Construction of the recreational amenities would not result in significant impacts, but would contribute to the overall construction impacts. As described in the EIR sections listed above, impacts would be less than significant with Plan-wide and project-specific mitigation, where needed.

Although not required under CEQA, environmental justice impacts were analysed in the EIR in a broad context that considered whether the physical changes associated with the project could result in significant indirect adverse social or economic impacts to the community. Environmental justice considerations are reflected in Project planning ensuring the equitable distribution of public facilities and services, employment and social opportunities, schools and libraries, local housing opportunities, and transit-oriented development. The Project area does not contain any disadvantaged communities, as designated by CalEPA, and therefore, its adoption and implementation will have no impact on disadvantaged communities.

Mitigation

REC-1: Prior to the issuance of building permits, individual project proponents shall pay applicable in-lieu parkland fees, Development Impact Fees or equivalent, to ensure adequate funding for parks and recreation improvements.

SECTION 5. FINDINGS REGARDING ENVIRONMENTAL IMPACTS NOT FULLY MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT AND STATEMENT OF OVERRIDING CONSIDERATION

That the City Council hereby finds that, despite the incorporation of feasible Mitigation Measures outlined in the EIR and in this Resolution, the following impacts from the Highway 111 Specific Plan Project and related approvals may not be fully mitigated to a less than significant level and adopts a Statement of Overriding Considerations, included herein:

A. AIR QUALITY

Threshold:

a) *Would the Project conflict with or obstruct implementation of the applicable air quality plan?*

Finding: Significant and Unavoidable with Mitigation Incorporated (EIR, pg. 2.4-13 through -14)

Explanation:
Under CEQA, a significant air quality impact could occur if the Project is not consistent with the applicable air quality management plans or would obstruct the implementation of the policies or hinder reaching the goals of that plan. The South Coast Air Quality Management District (SCAQMD or District) is responsible for monitoring criteria air pollutant concentrations and establishing management policies for the Salton Sea Air Basin (SSAB), including the Project planning area. A project is considered to be "in conformity" if it complies with all applicable District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s). A non-conforming project would be one that increases the gross number of dwelling units, increases the number of trips, and/or increases the overall vehicle miles traveled in an affected area relative to the applicable land use plan. Conformity with growth forecasts can be established by demonstrating that the Project is consistent with the land use plan that was used to generate the growth forecast.

According to the Rancho Mirage General Plan Update EIR Addendum, the 2035 population of the City is projected to reach 30,151 persons, exceeding the SCAG forecast of 25,000 persons in 2040 and impacts related to population and housing remain significant and unavoidable. The proposed 2040 Specific Plan buildout population will further increase the City population by Year 2040, causing it to exceed SCAG's population projections for the 2016 AQMP and 2016-2040 RTP/SCS by 7,306 persons.

The Specific Plan includes policies and programs that would reduce this impact, such as mixed-use development with residential components, transportation, sustainable

building, landscape, and lighting design set forth in Section V: Land Uses and Development Standards, Section III: Sustainable Design Principles and Section VII: Transportation & Circulation. In addition, any future project as a result of the Specific Plan will adhere to the General Plan policies designed to reduce air quality impacts, including Policy AQ 1.5 and AQ 1.5B, which states that the City shall review all development proposals for potential adverse effects on air quality and requires mitigation of significant impacts.

In the FEIR response to comments, it was determined that the impacts associated with the implementation of the Specific Plan could conceivably exceed those target goals set forth in the regional Air Quality Management Plan if project-specific mitigation measures are not effective (FEIR pg 2.31 and 2.32). Therefore, the FEIR revised the finding under DEIR Section 2.4: Air Quality and Greenhouse Gas a) from "Less than Significant" to "Potentially Significant and Unavoidable" due to the small population increase associated with the proposed land use map. This revised finding is consistent with the methodology used in the City's General Plan EIR when "statements of overriding considerations" were made due to the population projections exceeding those in the RTP/SCS.

In summary, while implementation of existing General Plan policies and programs, Specific Plan policies and guidelines, and Mitigation Measures AQ-1 through AQ-3 will help reduce air quality impacts, it is possible that the Specific Plan would conflict with or obstruct implementation of the applicable air quality plan. Impacts will be significant and unavoidable.

Mitigation Measures

AQ-1

Prior to the issuance of grading permits, the property owner/developer shall include a note on all grading plans which requires the construction contractor to implement following measures during grading. These measures shall also be discussed at the pre-grade conference.

- Use low emission mobile construction equipment. All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by the California Air Resources Board (CARB). Any emissions-control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 Diesel Particulate Filter (DPF) for a similarly sized engine as defined by CARB regulations.
- Maintain construction equipment engines by keeping them tuned.

AQ-2

The contractor shall incorporate the following into development plans and specifications, which implemented to reduce VOC emissions from application architectural coatings:

- Contractors shall use high-pressure, low volume (HPLV) pain applicators with a minimum transfer efficiency of at least 50 percent.

- Coatings and solvents with a VOC content lower than required under Rule 1113 shall be used.
- Construction and building materials that do not require painting shall be used to the extent feasible.
- Pre-painted construction materials shall be used to the extent feasible.

AQ-3
Post signs requiring that trucks shall not be left idling for prolonged periods (i.e., in excess of 5 minutes).

Threshold:

b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Finding: Significant and Unavoidable with Mitigation Incorporated. (EIR, pg. 2.3-13 through -18)

Explanation: A significant impact could occur if the Project would make a considerable cumulative contribution to federal or state non-attainment pollutants. The SSAB is in non-attainment for ozone (O3) and PM10. Pollutants of primary concern in the Coachella Valley are ozone (O3) and particulate matter (PM10). For national area designations, the Coachella Valley is in non-attainment (extreme) for the 1997 8-hour ozone standard, and serious non-attainment for the 24-hour PM10 standard.

Construction
Construction activities that would occur over the next 20 years in accordance with the Specific Plan would cause temporary, short-term emissions of various air pollutants. Buildout of the Specific Plan will result in a mix of small-and medium-scale projects that will be required to adhere to the City's procedures and regulations as they relate to CEQA analysis and mitigation. Actual significance would be determined on a project-by-project basis as future development applications are submitted. The current General Plan policies and programs will apply to all future projects under the Specific Plan and ensure that potential construction emissions from new development will be mitigated to the greatest extent feasible in accordance with SCAQMD requirements. Impacts will be less than significant with implementation of standard regulations and project-specific mitigation measures.

Operation
Daily activities of future projects will result in the emission of air quality pollutants from the use of electricity and natural gas, and from area sources and moving sources. If an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the basin is in nonattainment. In accordance with General Plan policies, development projects proposed within the

Planning Area will be reviewed on a project-by-project basis for their potential to result in a cumulatively considerable contribution to non-attainment criteria pollutants under CEQA. Subsequent CEQA documentation prepared for individual projects would have project-specific data and would be required to address, and to the extent feasible, mitigate any significant air quality impacts to a less than significant level. Air quality impacts are expected to be reduced to less than significant levels on a case-by-case basis.

However, as previously described, it was determined that the impacts associated with the implementation of the Specific Plan, in the aggregate, could conceivably result in significant impacts if project-specific mitigation measures are not effective. Therefore, the FEIR revised the finding under Air Quality b) from "Less than Significant" to "Potentially Significant and Unavoidable."

Mitigation

See Mitigation Measures AQ-1 through -3, above.

Threshold:

c) Would the Project expose sensitive receptors to substantial pollutant concentrations?

Finding: Less Than Significant Impact (EIR, p. 2.4-16 -17)

Explanation:
The potential impact of air pollutant emissions at sensitive receptors will be assessed at an individual project level as directed by General Plan policy AQ 1.5 to determine if a project would exceed the SCAQMD localized significance thresholds during construction and/or operation. Mitigation will be required for future projects under the Specific Plan if they would expose sensitive receptors to substantial pollutant concentrations to ensure impacts to sensitive receptors would be less than significant.

"Hot Spot" Analysis
During the operational phase of the Specific Plan, traffic may have the potential to contribute to local area air quality impacts, most notably the creation of CO "hot spots" at heavily congested intersections The Project-specific Traffic Analysis studied 11 intersections in the planning area. All study intersections operate at LOS C or better under existing (2020) conditions and Horizon Year (2040) With Project traffic conditions. As such, none of the studied intersections would meet this evaluation criterion, and therefore, the Specific Plan will not result in the creation of a CO hotspot. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of Specific Plan traffic, and impacts would remain less than significant.

Health Impacts
Due to these limitations, the extent to which the Specific Plan or an individual project poses a health risk is uncertain but unavoidable. It is anticipated that the impacts

associated with all criteria pollutants will be less than significant with adherence to the City's environmental review process, and that health effects will also be less than significant.

However, as previously described, it was determined that the impacts associated with the implementation of the Specific Plan could conceivably result in significant impacts if project-specific mitigation measures are not effective. Therefore, the FEIR revised the finding under Air Quality c) from "Less than Significant" to "Potentially Significant and Unavoidable."

Mitigation

See Mitigation Measures AQ-1 through -3, above.

Threshold:

d) Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Finding: Less Than Significant Impact (EIR, pp. 2.4-17)

Explanation:
The Specific Plan does not permit land uses that are sources of odor, including agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, transfer stations, and fiberglass molding. The Specific Plan will be developed with a mix of uses including residential, office, service commercial, restaurant and retail uses and has the potential to result in short-term odors associated with operation of heavy equipment during grading, excavation, and other construction activities. Odors from paints, coatings, and asphalt also will be emitted during construction. However, construction-related odors will be temporary and quickly dispersed below detectable levels as distance from the construction area increases. Existing regulations such as SCAQMD Rule 403.1 and Rule 481 will continue to minimize odor impacts. At buildout, residential units will generate typical odors from cooking and other household activities but will not generate objectionable odors. Restaurant kitchen odor and related emission are regulated by local nuisance regulations (RRMC 17.18.070). The Specific Plan will not facilitate construction or development beyond where they could occur under the current General Plan nor allow any new land uses that may generate significant odor.

However, as previously described, it was determined that the impacts in the aggregate associated with the implementation of the Specific Plan could conceivably result in significant impacts if project-specific mitigation measures are not effective. Therefore, the FEIR revised the finding under Air Quality d) from "Less than Significant" to "Potentially Significant and Unavoidable."

Mitigation

See Mitigation Measures AQ-1 through -3, above.

B. GREENHOUSE GASES

Threshold:

a) *Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Finding: Significant and Unavoidable with Mitigation Incorporated. (EIR, p. 2.4-17 through -20)

Explanation:
Specific Plan buildout and operational activities would result in the generation and emission of greenhouse gases, which could have significant impacts to air quality locally and regionally. It is not known when this development will occur, or how much equipment, personnel, or time would be involved in each project. For analysis purposes, GHG emissions were estimated using the CalEEMod software, which bases GHG projections on land use factors for energy use, vehicle trips, water use, solid waste generation, and wastewater generation. Results of the analysis show annual per capita greenhouse gas emission rate at buildout of the Specific Plan, 12.1 MTCO2e (2040), would exceed the statewide recommended annual targets of 6 MTCO2e per capita for 2030 and 2 MTCO2e per capita for 2050 for AB 32 compliance. Therefore, operational impacts as they currently stand are not in compliance with AB 32, and impacts will be significant and unavoidable.

Individual development projects proposed under the Specific Plan will be evaluated on a case-by-case basis per CEQA requirements and using project-specific information to estimate GHG emissions, determine the level of impact and implement alternative design and specific mitigation measures to reduce the level of impacts.

Implementation of existing General Plan policies and programs, Mitigation Measures GHG-1 through GHG-3, and Specific Plan policies and guidelines will help reduce GHG emissions, based on the GHG projections in the DEIR. However, it is possible that the Specific Plan would nonetheless generate GHG emissions that could have a significant and unavoidable impact on the environment. Therefore, impacts are significant and unavoidable.

Mitigation Measures

GHG-1: *Energy Efficient Design*
Site plans shall incorporate energy-efficient design elements, including appropriate site orientation, possibility for incorporation of active and/or passive solar design, and the use of shade and windbreak trees, to reduce fuel consumption for heating and cooling.

GHG-2: *Alternative Energy: Community Wide*
To encourage the use of alternative energy sources, installation of electric vehicle charging stations shall be encouraged in all new development and in major retrofits.

GHG-3: *CEQA Analysis: Sustainability Plan Measures*
Projects that require CEQA analysis shall be required to conduct detailed impact analyses and incorporate mitigation measures into their designs using the City's current Sustainability Plan prescribed reduction measures for achieving greenhouse gas emission reduction targets. All proposed mitigation measures shall be reviewed and approved by the City prior to the issuance of grading or demolition permits.

Threshold:

b) Does the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Finding: Significant and Unavoidable with Mitigation Incorporated. (EIR, p. 2.4-20)

Explanation:
The Specific Plan update would decrease the planning area's GHG emissions when compared to the existing General Plan land use plan. However, Specific Plan buildout emission projections will fail to achieve State GHG reduction targets for 2020, 2030, and 2050. Individual development projects proposed under the Specific Plan will be assessed on a case-by-case basis for potential impacts related to GHG emissions. Projects will be required to demonstrate adherence to applicable plans, policies, and regulations adopted for the purposed of reducing GHG emissions. Mitigation measures GHG-1 through GHG-3 provide design recommendations and require that individual projects analyze their emissions and incorporate measures, including the reduction measures included in the City's Sustainability Plan.

While implementation of existing General Plan policies and programs, proposed Specific Plan policies and guidelines, and Mitigation Measures GHG-1 through GHG-3 will help reduce GHG emissions, based on the GHG projections in the DEIR, it is possible that the Specific Plan would generate GHG emissions that are inconsistent with State reduction targets. Impacts will be significant and unavoidable.

Mitigation Measures

See Mitigation Measures GHG-1 through -3, above.

C. STATEMENT OF OVERRIDING CONSIDERATIONS

In compliance with Section 15093 (a)(b) of the State CEQA Guidelines, the City of Rancho Mirage, as Lead Agency, must "balance, as applicable, the economic, legal, social,

technological or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project." The adverse environmental effects may be considered "acceptable" where the benefits of a project outweigh its unavoidable adverse environmental effects. When the Final EIR identifies significant effects that are not avoided or substantially lessened, the Lead Agency must state the specific reasons to support approval.

The City Council, having considered the entire administrative record on the Highway 111 Specific Plan Project, and having weighed the benefits of the Project against the unavoidable adverse impacts to air quality and greenhouse gas emissions after mitigation, has determined that each and every one of the following social, economic and environmental benefits of the Proposed Project (again, the "Public Benefits") individually outweigh all of the potential significant and unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the following overriding considerations:

1. Project standards and guidelines address all aspects of sustainability in land use, transportation, energy/water/materials use, and environmental quality that further the City's sustainability goals.

2. Project Transportation and Mobility Guidelines promote the expansion of travel through enhanced pedestrian and bicycle access and facilities, and through additional and improved transit access.

3. The Project sets forth sustainability principals that address expanded use of renewable energy, encouraging sustainable sourcing of building materials, increased land use efficiencies, facilitating alternative modes of travel, and local workforce housing,

4. The Project proposes continued quality design of new and redeveloped urban uses within the Project planning area which will complement and enhance the existing development providing development standards and guidelines that better ensure a coherent and cohesive buildout of important City planning area,

5. The Project will provide for and facilitate land use and economic synergies between the diverse uses along the Highway 111 corridor and surrounding lands that enhance and improve the social, cultural and economic well-being of the planning area and prioritize in-fill opportunities where smaller scale development is supported by existing business and infrastructure.

6. The Project provides land use and circulation/mobility improvements, site development standards and guidelines that preserve and enhance adjacent existing residential neighborhoods and new residences in the planning area.

7. The Project will enhance the corridor's offering of valley-wide destinations for upscale shopping, entertainment, and dining, and will optimize land use and economic synergies, and provide additional revenues in the form of enhanced

sales tax and transient occupancy tax, that will further the economic stability of the City.

8. The Project will stimulate the City's economy by creating additional residential and commercial opportunities, including apartments and condominiums, neighborhood and specialty retail, restaurant, bar, and other resort retail uses, as well venues for special events.

Furthermore, the City Council finds that even if other environmental impacts identified in the Final EIR were determined to be significant, the City would nevertheless still find that such additional impacts are also outweighed by the benefits set forth herein. Specifically, the City finds that the project site is an appropriate location for the uses proposed in the Highway 111 Specific Plan, that the Proposed Project is consistent with the City's vision for the property as set forth in the City's adopted General Plan, and implementation of the project will provide the Public Benefits.

The City Council hereby declares that each and every one of the foregoing individual benefits provided through approval and implementation of the Highway 111 Specific Plan Project outweigh all of the identified significant environmental impacts which cannot be mitigated. The City Council finds that each of the benefits, separately and individually, outweighs the unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable.

SECTION 6. FINDINGS REGARDING CUMULATIVE ENVIRONMENTAL IMPACTS

That the State CEQA Guidelines (14 CCR 15130) require a reasonable analysis of the significant cumulative impacts of a proposed Project. Cumulative impacts are defined by CEQA as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (State CEQA Guidelines, Section 15355). Currently, there are several projects with approved environmental documentation planned within or near the project vicinity.

CEQA requires that an EIR contain an assessment of the cumulative impacts of a project when the project's incremental effect may be cumulatively considerable. As defined in State CEQA Guidelines §15065(a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. The nature of the Specific Plan Project lends itself to a cumulative impact analysis based on the regional plan approach. Guidance for cumulative impact analysis is provided in State CEQA Guidelines §15130.

The City Council hereby finds as follows:

A. AESTHETICS

Cumulative impacts are those resulting from past, present, and reasonably foreseeable future actions. The Highway 111 Specific Plan provides design regulation and guidance for future development and redevelopment in the Project planning area, and augment additional regulation provided by the City Municipal Code. While the potential exists for aesthetic resources to be degraded by future development, the Specific Plan recognizes the importance of and vested interest in preserving and enhancing the planning area's aesthetic resources. Therefore, any such impacts resulting from the implementation of the Highway 111 Specific Plan will not make a considerable cumulative contribution to regional impacts to these resources. (EIR, p. EIR, p. 2.3-17).

B. AGRICULTURE AND FORESTRY RESOURCES

The Project will not affect any agricultural and forestry resources because these resources do not occur on or in proximity of the Project planning area. (IS, p. 15)

C. AIR QUALITY AND GREENHOUSE GAS

Air Quality

Mitigation measures will be implemented by future projects under the proposed Specific Plan to ensure impacts to air quality will be reduced to the greatest extent possible. Due to the nature of air quality impacts, all future development within the Specific Plan area will be analyzed on a case-by-case basis and mitigated accordingly. Project-level impacts after mitigation are may still not achieve levels that are less than significant. Impacts on implementation of the applicable air quality plan would remain significant and unavoidable, as with the existing General Plan. However, no significant changes to these impacts are expected because the Specific Plan would not facilitate growth beyond what could occur under the current General Plan.

Greenhouse Gas

Due to the nature of greenhouse gases, all future development within the Specific Plan area will be analyzed on a case-by-case basis and mitigated accordingly in addition to the Plan-wide mitigation measures. However, based on the GHG projections, it is possible that the proposed Specific Plan would generate GHG emissions that could have a significant and unavoidable impact on the environment.

Pollutants in Non-Attainment

The SSAB is designated as nonattainment under both the CAAQS and the NAAQS for ozone and PM_{10}. Emissions of CO, NOx, and ROG that exceed the SCAQMD operational thresholds would contribute to the ozone nonattainment designation, while emissions of PM_{10} that exceed the SCAQMD thresholds would contribute to the PM_{10} nonattainment designation of the SSAB.

Regulation of PM_{10} (EIR, p. 2.3-22 and -23)

Cumulative potential impacts to air quality are assessed on a regional scale given the dispersing nature of pollutant emissions and aggregate impacts from surrounding jurisdictions and air management districts. Any activity resulting in emissions of PM_{10}, ozone, or ozone precursors will contribute, to some degree, to regional non-attainment designations of ozone and PM_{10}. However, the level of cumulative impact a single project may have on regional air quality is difficult to measure.

The Coachella Valley is subject to the SCAQMD 2016 Air Quality Management Plan and the 2003 PM_{10} Coachella Valley State Implementation Plan (CVSIP) to ensure levels of criteria pollutants are regulated and minimized to the best of the region's ability. The 2016 AQMP has set forth attainment deadlines and future emission level projections for criteria pollutants within the project area, which satisfy Section 15130(b)(1)(B) of the CEQA guidelines for analyzing cumulative impacts. These regional plans provide guidelines and rules for achieving state and federal air quality standards, which aim to reduce cumulative impacts, particularly through the enforcement of SCAQMD daily thresholds and implementation of time-sensitive reduction strategies to achieve attainment status.

Regulation of Ozone

As discussed above, operational NOx emissions cannot be reduced through conventional mitigation measures. Because NOx is a precursor to ozone, impacts are considered significant and unavoidable and will have cumulatively considerable impacts to regional non-attainment designation for ozone.

D. BIOLOGICAL RESOURCES

Using the summary of projections method to analyze cumulative impacts set forth in State CEQA Guidelines Section 15130 (b)(1)(B), impacts have been assessed on both a regional and local level. The primary document used to determine cumulative impacts was the CVMSHCP and the Agua Caliente Tribal HCP, which are both designed for the long-term protection and regulation of biological resources in the Project area. The landscape-scale plans ensure that cumulative impacts to biological resources associated with continuing urbanization will have a less than substantial cumulative impact on these resources.

The Project planning area consists of developed and undeveloped areas and is largely surrounded by urban development. Onsite habitat quality suggests relatively low potential for the planning area to sustain populations of sensitive species. The proposed Specific Plan will facilitate new development in already urbanized areas of the City and contributes to urbanization trends occurring throughout the Coachella Valley, including the conversion of vacant land to development and permanent removal or alteration of native plants and habitat.

However, the proposed Specific Plan land uses will not affect lands currently preserved as open space for sensitive habitat and biological resources and future development will adhere to CVMSHCP and Tribal HCP provisions and guidelines to minimize impacts to

sensitive species. The City will continue to require project-specific biological evaluations and mitigation measures, where necessary, for individual projects to minimize impacts at the local level. Therefore, the impacts of the Specific Plan on biological resources would not be cumulatively considerable. (EIR, p. 2.5-12).

E. CULTURAL AND TRIBAL RESOURCES

The geographic scope of analysis of potential cumulative impacts on cultural, historical, and tribal resources includes the Specific Plan planning area, its immediate vicinity, and traditional use areas of the Cahuilla people in the Coachella Valley. The Project would contribute considerably to cumulative impacts if it were to have a substantial or significant adverse effect on these cultural resources.

Cultural resources surveys conducted in and near the planning area evaluated a wide range of literature, data, and information on historic, tribal, and other archaeological resources and generated a baseline of knowledge and understanding of these resources. The tribal consultation process garnered additional information about tribal resources in the area. Areas of high sensitivity for archaeological resources have been identified.

Future urban development facilitated by the proposed Specific Plan would contribute to regional losses of vacant land, ground surface disturbances, and the potential discovery of previously unknown cultural resources. However, implementation of existing policies and programs in the General Plan and the mitigation measures described above will reduce impacts to cultural resources in the planning area to less than significant levels. The proposed Project's incremental impacts to these resources would not be cumulatively considerable.
(EIR, p. 2.6-11)

F. GEOLOGY AND SOILS

Future development and redevelopment pursuant to the Specific Plan would involve grading and excavation activities on individual development sites, and will be affected by existing geologic and soils conditions. Development sites that are flat to gently sloping. While the Specific Plan excludes development on hillsides, slope development may require cut and fill, manufactured slopes, and changes to the topography. Compliance with the CBC and the recommendations of individual geotechnical investigations will reduce geologic hazards to new development.

Fault-related ground rupture is not anticipated in the planning area. Ground shaking hazards due to regional earthquake events could lead to the damage of buildings, parking lots, and utility lines, and resulting fires and other hazards, which could cause property damage and personal injuries. Future development and redevelopment in the planning area would be designed and built in accordance with applicable standards in the CBC,

including pertinent seismic design criteria. Existing buildings would be rehabilitated in accordance with the CBC and local building regulations.

Site-specific geologic hazards will be addressed by geotechnical investigations required by local jurisdictions for each development proposal. Investigations will identify hazardous conditions and provide guidance for engineering design and construction to optimize structural integrity. Compliance of individual projects with the recommendations of the geotechnical investigation will limit or eliminate potential hazards associated with unstable soils, landslides, lateral spreading, liquefaction, soil collapse, expansive soil, soil erosion, and other geologic issues. No cumulative adverse impacts are expected.

Future development and redevelopment would be required to connect to a public sewer system. Compliance with existing city policies would prevent future use of septic tanks in the planning area and assure continued protection of local and regional water sources.

Impacts of the proposed Specific Plan on or resulting from geology and soil conditions are not expected to be cumulatively significant, with compliance with geotechnical and engineering practices related to seismic and geologic hazard reduction, structural integrity, and soil management. (EIR, p 2.7-17)

G. HAZARDS AND HAZARDOUS MATERIALS

Hazardous materials and risk of upset conditions are largely site-specific, and would occur on a case-by-case basis for each individual project affected, in conjunction with site disturbance, structure demolition, and development proposals on these properties. All new developments within the planning area are required to evaluate potential threats to public safety, including those associated with the accidental release of hazardous materials into the environment during demolition, construction and operation, emergency response, transport/use/disposal of hazardous materials, and hazards to sensitive receptors (including schools).

Within the planning area, implementation of the regulatory compliance measures discussed in this section will reduce future potential impacts associated with the accidental release of hazardous materials during demolition, construction and operation as well as emergency response to less-than- significant levels, such that the combination of development projects to cause a cumulatively significant impact. Further, each related project would be required to follow local, State and federal laws regarding hazardous materials and other hazards. Therefore, with compliance with local, State and federal laws pertaining to hazards and hazardous materials, cumulative impacts would be less than significant and not cumulatively considerable.

A cumulative wildland fire impact would occur if multiple projects were to increase the frequency of fires in the same location. As mentioned above, the majority of the planning area is located on the valley floor and outside designated significant wildfire hazard areas. Therefore, there is limited potential for hazards resulting from wildfires or post-wildfire

flooding, landslide, or slope instability. Also, these slope and mountainous areas are designated predominantly as designated as Open Space, which serves to further reduce potential wildfire hazards. The Proposed Project's contribution to increased wildfire hazards would not be cumulatively considerable. (EIR, p. 2.8-17)

H. HYDROLOGY AND WATER QUALITY

The geographical context for the consideration of cumulative impacts associated with hydrology and water resources and quality is the Whitewater River watershed, in which the City is located and from which it derives its water resources. Future development and redevelopment pursuant to the Specific Plan will not expose human lives or property to flooding hazards. Existing flood control improvements, regulatory processes and procedures will serve to avoid, minimize and mitigate these potential hazards. Implementation of the Specific Plan will not result in cumulatively considerable new or ongoing flooding threats or hazards.

The implementation of the Specific Plan will result in increased demand for water resources; however, the Project's demand at buildout will be comparable to or less than that associated with buildout of the current East and West Highway 111 Specific Plans. CVWD and its partners closely manage the valley's groundwater resources and have made provision for long-term water supplies that will be available to serve the planning area and surrounding communities well into the future. The Project serves to avoid, minimize and mitigate the potential adverse effects of existing and future development on these finite resources. Implementation of the Specific Plan will not result in cumulatively considerable new or ongoing threats to local or regional water supplies.

The implementation of the Project may generate new sources for urban pollutants, which could impact surface or groundwater resources if not properly managed. Future development and redevelopment within the watershed will increase impermeable surfaces and decrease percolation areas but to minor effect. Existing and future development is regulated under the NPDES and Construction General Permit for the State. SWPPPs are required for construction activities to reduce pollutants in storm water during temporary ground-disturbing activities.

The City will continue to participate in regional planning efforts to effectively manage existing and future urban development and to avoid, minimize and mitigate the potential adverse effects of contaminated runoff, erosion, flooding, and other possible sources of water pollution. The Specific Plan serves to avoid, minimize and mitigate the potential adverse effects of existing and future development on local and regional water quality. Implementation of the Specific Plan will not result in cumulatively considerable new or ongoing threats to local or regional water quality. (EIR, p. 2.9-16 and -17).

I. LAND USE

The implementation of the proposed Specific Plan will not contribute to the physical creation of divided or isolated communities or neighborhoods. The Specific plan is designed to ensure that such impacts do not occur in the future and will also serve to better integrate and unify the existing Highway 111 neighborhoods. Neither will the Proposed Project cause any significant environmental impacts due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the Proposed Project will not result in impacts that cumulatively considerable.
(EIR, p. 2.10-9)

J. MINERAL AND ENERGY RESOURCES

Mineral Resources
The cumulative impacts of the Specific Plan on mineral resources are evaluated based on the potential impacts of other past, present, and future development in the surrounding area. Future development and redevelopment facilitated under the Specific Plan would contribute incrementally to increased demand for construction aggregate in the region. However, PCC-grade aggregate reserves in the Palm Springs Production-Consumption Area are projected to be sufficient to meet future demand in the region through the year 2038. Therefore, the loss of mineral resources due to the buildout of the proposed Specific Plan planning area would not be cumulatively significant. (EIR, p. 2.11-12)

Energy Resources
As the planning area is built out, the demand for energy resources will continue to increase. The cumulative impacts of the proposed Specific Plan on energy resources are evaluated based on the potential impacts of other past, present, and future development in the surrounding area. Although the energy required to serve the planning area will contribute to the continued consumption of locally and regionally generated energy resources, the Specific Plan promotes energy conservation and efficiency by land use and circulation design and through guidelines in multiple sections. The contribution of the Specific Plan will not be cumulatively considerable. (EIR, p. 2.11-12)

K. NOISE

The cumulative impacts analysis for noise is based upon the project's incremental effect and whether it is cumulatively considerable, as defined in CEQA Section 15130(a)(1), and includes an evaluation of the cumulative effects of other projects in the planning area. A cumulative traffic noise impact occurs when the noise level would exceed the applicable standard and result in a substantial noise level increase. The Project's contribution to the future noise level on area roadways is determined by comparing future noise conditions without and with the proposed Project. Horizon year with Project conditions would range from 67.2 to 76.7 dBA which is a noise level increase of 0.0 to 1.5 dBA CNEL. This is well below the 3-5 dBA CNEL impact that is noticeable. Therefore, the proposed Project's contribution would not be cumulatively considerable. (EIR, p. 2.12-14).

L. POPULATION & HOUSING

Implementation of the proposed Specific Plan, in combination with other development projects in the unincorporated County areas, adjacent jurisdictions, and the City in accordance with the adopted General Plan, would contribute to future population, housing, and employment growth within the area. While the proposed Specific Plan would contribute to the growth of the County, the Coachella Valley, and the City, any population, housing, and employment growth as a result of the Specific Plan is consistent with increases anticipated by the City's General Plan and regional growth forecasts.

Additionally, the cumulative housing and population impact resulting from the Specific Plan provides benefits for the jobs/housing ratio, regional housing goals that promote housing production, and General Plan Housing Element goals regarding the mixture of residential densities. As a result, the proposed Specific Plan would not cause a significant adverse impact with respect to cumulative population and housing growth. (EIR, p. 2.13-13 and 14)

M. PUBLIC SERVICES

Implementation of the Specific Plan will gradually increase development, employment and permanent population in the planning area, which will increase the demand for public services and facilities. This growth will be consistent with anticipated long-term, regional growth in the Coachella Valley and will contribute incrementally to a broader increased demand for services. Some services are strictly managed by the City, but others are provided by other agencies (Eisenhower Medical Center and PSUSD) that also serve surrounding communities and must balance resources to serve a broader area that extends beyond the city boundaries.

The General Plan includes numerous policies and programs that require the City to monitor growth and plan for expanded services as needed, and to coordinate with various agencies to ensure adequate services are provided. Continued implementation of existing programs and policies and compliance with the Specific Plan guidelines and standards ensure impacts will be less than significant and the project's impacts will be less than cumulatively considerable. (EIR, p. 2.14-9)

N. RECREATIONAL RESOURCES

Buildout of the Specific Plan and related projects, along with the buildout of the City, would increase demand for and use of existing recreational facilities in the City. Future Specific Plan development will be subject to the City's development impact fees and developer in-lieu fees, or their equivalent, as established in the City's Municipal Code. Demand for additional recreational resources would not increase any unanticipated construction or

expansion of recreational resources within the city which continue. In addition to enhanced City resources, private residential and resort development are expected to provide such on-site amenities.

Potential environmental impacts of population growth on future parks and recreational facilities will continue to be evaluated on a project-by-project basis in accordance with CEQA and other statutory requirements, and the City will continue to require that projects minimize and mitigate the increase in demand for these lands and facilities through dedication of parkland and/or fee payment. These and other measures will avoid, minimize or mitigate impacts of the Specific Plan on City and regional recreational facilities. The Specific Plan's incremental effects on parks and recreational facilities would not be cumulatively considerable. (EIR, p. 2.15-6 and 7)

O. TRANSPORTATION AND TRAFFIC

Impacts of the Project on the local transportation system were evaluated using the Riverside County Transportation Analysis Model, which takes into consideration the cumulative growth throughout the City and adjacent cities and unincorporated County areas. The Project-specific Transportation Analysis indicates that the Project would result in a lower level of impacts in terms of trips and VMTs generated compared to the current East and West Highway 111 Specific Plans. The Project will not contribute to cumulatively considerable impacts to local or regional programs and plans, will not result in any additional design hazards or incompatibilities and will not result in inadequate emergency access in the planning area. Therefore, it would not contribute to any cumulatively considerable impacts related to transportation and traffic.

A cumulative vehicle miles traveled (VMT) analysis was prepared for the Project in September 2020. The Project is expected to result in a net decrease in both citywide VMT and citywide VMT per service population (SP). The Project would result in a net reduction of 4.92% in total VMT per SP for the City of Rancho Mirage, as compared to the Without Project condition. The reduction indicates that, compared to existing and future conditions, the Project will provide a more efficient vehicle trip balance between population, households, and employment. Cumulative impacts of the Project would be net positive and less than significant. (EIR, p. 2.16-21)

P. UTILITIES & SERVICE SYSTEMS

Development facilitated by the Specific Plan, in combination with all other development within the service boundaries of utility providers, would result in increased demand for electricity, natural gas, water, wastewater, and solid waste resources and services. As private companies, SCE and SoCalGas continuously plan for growth and expand their infrastructure according to demand. Quasi-public agencies, such as CVWD, work with regional communities, including the City of Rancho Mirage, to plan for growth. The proposed Specific Plan includes standards and guidelines on measures to reduce

resource consumption and waste generation and would continue to require the City to coordinate with local service providers to plan for future growth and require developers to contribute to the installation and operation of expanded infrastructure. The proposed Specific Plan would minimize potential impacts such that they would not be cumulatively considerable. (EIR, p. 2.16-16 and -17).

SECTION 7. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

That pursuant to CEQA Section 15126.2(c), the Project EIR addressed the potentially significant irreversible environmental changes to or loss of non-renewable resources that could occur from implementation of the proposed Project. Irretrievable commitments of resources are evaluated to ensure that such consumption is justified (Public Resources Code section 21100.1 and Title 14, California Code of Regulations, Section 15127). In general, non-renewable resources imply fossil-based energy resources, but may also pertain to the permanent loss of agricultural, biological, mineral and other natural resources. The use of non-renewable resources during construction and operation of future projects allowed by the proposed Project, and long-term impacts associated with the buildout of the Highway 111 Specific Plan area may be irreversible and irretrievable.

Buildout of the proposed Project will result in the irretrievable and irreversible commitment of non-renewable natural resources, including energy resources such as petroleum and natural gas, water resources, and mineral resources used for construction materials, such as concrete and steel. Future development and redevelopment facilitated by the proposed Specific Plan would increase the demand for sand and gravel resources for roadways, infrastructure, and building construction (EIR Section 2.11 Mineral and Energy Resources). These resources may be derived from the regional (Coachella Valley) market, but the demand for sand and gravel resources would not be considered significant when compared to available regional resources.

The proposed Project would result in an overall increase in housing units, and commercial, office and institutional square footage. The development of these land uses at planned densities and intensities would also contribute to the need for additional energy supplies (i.e., natural gas, electricity). However, due to efficiencies in land use planning, the proposed Project will reduce overall vehicle miles traveled (VMT) and VMT per service population at buildout. This VMT reduction is primarily due to a reduction in trip generation, combined with a shift in the relationship between residential and non-residential uses.

The proposed Specific Plan would facilitate continued urban development that could disturb or permanently affect sensitive species and/or their habitats. As discussed in EIR Section 2.5, future development projects facilitated under the proposed Specific Plan would be evaluated on a project-by-project basis for potential adverse impacts to sensitive species and would be required to implement mitigation measures, as

needed. Lands within designated conservation areas would continue to be protected under the proposed Project.

In summary, although the proposed Project will result in the irreversible loss of finite resources, the loss will not be significant, and is consistent with planned development goals of the City and the objectives of the proposed Specific Plan.

SECTION 8. FINDINGS REGARDING GROWTH-INDUCING IMPACTS

That CEQA specifies that growth-inducing impacts of a project must be addressed in an EIR (PRC § 21100[b][5]). Specifically, Section 15126.2(d) of the CEQA Guidelines requires an EIR to discuss the ways the Highway 111 Specific Plan Project could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. Growth-inducing impacts include the removal of obstacles to population growth (e.g., the expansion of a wastewater treatment plant allowing more development in a service area) and the development and construction of new service facilities that could significantly affect the environment individually or cumulatively. In addition, growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

Implementation of the Highway 111 Specific Plan Project will not overtly, incidentally or significantly induce growth or change the physical conditions in the proposed Specific Plan area. The proposed Project includes changes in land use assignments on currently vacant lands, which if realized will improve the balance between jobs and housing and infrastructure, when compared to the current Specific Plans. The proposed Project also improves land use adjacencies or compatibilities that improve access to employment centers, commercial services, education institutions and parks and recreation opportunities. Nonetheless, the proposed Project will contribute an incremental increase in growth over the long-term, particularly along the Highway 111 corridor. However, there are limited available and developable lands in the planning area that could be subject to induced growth. The proposed Project would maintain and enhance the City's quality resort residential character, while it continues to provide expanded opportunities for housing, business and employment.

Neither the proposed Project nor project alternatives, will significantly facilitate the extension of roads or infrastructure. Therefore, growth that is facilitated by the proposed Project is not of a type or extent that may inadvertently induced growth as defined by CEQA. Growth in the Highway 111 planning area will be highly coordinated both locally and regionally. The City will continue to coordinate land use and transportation, as well as public services and utilities with service providers and nearby jurisdictions.

Growth associated with the implementation of the proposed Project will be regulated and limited by Specific Plan objectives, standards and guidelines, as well as City General Plan policies and programs and the Rancho Mirage Municipal Code. Most of the mountainous

area south (or west) of Highway 111 are in conservation and will remain unavailable for development in perpetuity under the Coachella Valley Multi-Species Habitat Conservation Plan, to which the City is a Permittee.

In conclusion, the Project will not result in growth inducing impacts that could cumulatively impact the environment. No new major infrastructure, services or utilities will be required to implement the proposed Project, and its impacts on the local population will be less than significant (EIR, p. 6.1).

SECTION 9. FINDINGS REGARDING ALTERNATIVES

A. PROJECT OBJECTIVES

That as required by CEQA, project objectives have been developed to describe the project. These are set forth below.

1. Establish a context and sense of place through land use planning, development standards and guidelines for the future buildout and revitalization of the Highway 111 corridor, consistent with the City's General Plan goals and policies.

2. Provide for and facilitate land use and economic synergies between the diverse uses along the Highway 111 corridor and surrounding lands that enhance and improve the social, cultural and economic well-being of the planning area and the City.

3. Prioritize in-fill opportunities where smaller scale development is supported by existing business and infrastructure.

4. Land use and circulation/mobility design, site development standards and guidelines that preserve and enhance adjacent existing residential neighborhoods and new residences in the planning area;

5. A land use plan and design standards and guidelines that enhance the corridor's offering of valley-wide destinations for upscale shopping, entertainment, and dining, and which optimizes opportunities for additional high-quality development along Highway 111.

6. Incrementally enhance and revitalize older buildings and properties through repurposing and rehabilitation, consolidation of parcels, and enhanced landscape and hardscape improvements supported by property owner(s) and the City.

7. Provide a community vision and plan that considers and integrates all aspects of sustainable communities in land use, transportation, energy/water/materials use, and environmental quality, and that furthers the City's sustainability goals.

8. Provide enhanced development opportunities and guidance for new mixed-use development that supports existing, approved and future land uses.

9. Provide a community planning document that expands and diversifies the City's economic base and resources, creates opportunities for new jobs in emerging commercial and institutional enterprises, and improves the social, cultural and economic environment of the Specific Plan area.

10. Provide development standards and guidelines that will enhance community and neighborhood cohesiveness, both physically and socially, within the Specific Plan area.

11. Provide guidance for the development of coordinated and adequately sized drainage, streets and other infrastructure to serve the development potential of the Specific Plan area.

B. SIGNIFICANT AND UNAVOIDABLE IMPACTS

Based upon the Final Project EIR and the CEQA Findings of Fact contained herein, as well as the evidentiary materials supporting these documents, the City Council finds that implementing the proposed Project could result in the following significant and unavoidable impacts to the environment:

Air Quality

Pursuant to CEQA, a significant air quality impact could occur if the Project is not consistent with the applicable air quality management plans or would obstruct the implementation of the policies or hinder reaching the goals of that plan. A project is considered to be "in conformity" if it complies with all applicable Air District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s). A non-conforming project would be one that increases the gross number of dwelling units, increases the number of trips, and/or increases the overall vehicle miles traveled in an affected area relative to the applicable land use plan. Conformity with growth forecasts can be established by demonstrating that the Project is consistent with the land use plan that was used to generate the growth forecast.

According to the Rancho Mirage General Plan Update EIR Addendum, the 2035 population of the City is projected to reach 30,151 persons, exceeding the SCAG forecast of 25,000 persons in 2040, and impacts related to population and housing remain significant and unavoidable. The proposed 2040 Specific Plan buildout population will further increase the City population by Year 2040, causing it to exceed SCAG's population projections for the 2016 AQMP and 2016-2040 RTP/SCS by 7,306 persons.

The Project Specific Plan includes policies and programs that would reduce this impact, such as mixed-use development with residential components, transportation, and sustainable building, landscape, and lighting design. In addition, any future project facilitated by the Project Specific Plan will adhere to the General Plan policies designed to reduce air quality impacts, including Policy AQ 1.5 and AQ 1.5B, which states that the City shall review all development proposals for potential adverse effects on air quality and requires mitigation of significant impacts.

It is hereby noted that the FEIR response to comments revised conclusions with regard to Project impacts to air quality and determined that the impacts associated with the implementation of the Project Specific Plan could conceivably exceed those target goals set forth in the regional Air Quality Management Plan if project-specific mitigation measures are not effective. Therefore, the Project FEIR revises the finding in the Project DEIR (Section 2.4: Air Quality and Greenhouse Gas a) from “Less than Significant” to “Potentially Significant and Unavoidable” due to the small population increase associated with the proposed land use map. This revised finding is consistent with the methodology used in the City’s General Plan EIR when “statements of overriding considerations” were made due to the population projections exceeding those in the RTP/SCS.

In summary, while implementation of existing General Plan policies and programs, Specific Plan policies and guidelines, and Mitigation Measures AQ-1 through AQ-3 will help reduce air quality impacts, it is possible that the Specific Plan would conflict with or obstruct implementation of the applicable air quality plan. Impacts will be significant and unavoidable.

Greenhouse Gas Emissions

The potential GHG emissions associated with the buildout and operation of individual development projects permissible under the Highway 111 Specific Plan will be evaluated by the City on a case-by-case basis per CEQA requirements. Project-specific construction-related GHG emissions will be amortized over a 30-year period and added to the project’s annual operational emissions.

To achieve AB 32 targets by 2020, Rancho Mirage would have had to cut GHG emissions by 19.8%, or 54,272 tonnes for a total of 220,061 tonnes (1990 levels). To achieve the SB 32 target of 40% below 1990 emissions by 2030, the City would need to reduce emissions to a total of 132,037 tonnes. Currently, there are no adopted 2040 reduction targets, however CARB is working towards a 2050 climate goal to reduce GHG emissions by 80% below 1990 levels, which would require the City to reduce GHG emissions to a total of 44,012 tonnes annually. The City’s GHG Inventory has not been updated to include current GHG emissions or City-specific 2030 and 2050 targets. Therefore, CARB’s recommended statewide per capita emission targets of 6 $MTCO_2e$ for 2030 and 2 $MTCO_2e$ for 2050 were used to assess Project compliance with AB 32.

GHG estimates are provided to compare 2040 conditions under the existing (2017 General Plan) and proposed Specific Plan land use plans. Based on these results, the

proposed Specific Plan would decrease the planning area's buildout GHG emissions. However, the projected emissions would fail to achieve the State's GHG reduction targets for 2020, 2030, and 2050, as well as GHG reduction targets set forth in the City's Sustainability Plan.

Per capita emission rate for the proposed Specific Plan is 12.1 $MTCO_2e$ in 2040, which exceeds the statewide recommended targets (6 $MTCO_2e$ for 2030 and 2 $MTCO_2e$ for 2050) for AB 32 compliance. It is possible and expected that per capita emissions will decrease over the next 20 years; however, the elective use of alternative modes of transportation and future efficiency potentials cannot be confidently quantified and applied as a mitigation measure. Therefore, operational impacts as they currently stand are not in compliance with AB 32, and impacts will be significant and unavoidable.

C. ALTERNATIVES CONSIDERED AND REJECTED

Two Project alternatives were identified and considered but not analyzed in detail. The reasons why these alternatives are not considered further are described below:

Alternative Site

The Highway 111 Specific Plan planning area is largely developed with limited vacant lands remaining but also with opportunities for re-purposing and redevelopment on some parcels. Unlike the current two Specific Plans, the proposed Project adds lands, removes others, and extends the planning area boundaries from the east city limits to the west city limits. The purpose of the updated and expanded Specific Plan is to further optimize these particular lands. Therefore, this alternative has not been analyzed.

Alternative Development Scenarios

Less than 20% of the Project planning area is vacant and available for development. The roadway network was evaluated and no major changes to the existing roadway network are proposed for all alternatives, although effort has been made to increase and improve pedestrian access to the Highway 111 corridor. Two major and several minor vacant holdings are available for new development, as well as a variety of in-fill sites and nodes for enhancement of the public realm.

Potentially desirable elements of alternative site planning are already incorporated in the Project Specific Plan, including substantial increases in allowable residential densities, increased building heights, adjustments in required parking and better integration of adjoining properties and shared access drives. In light of the existing constraints and opportunities in the planning area, major modifications in the land use plan did not appear practicable. The extent of existing development and type and scale of future development does not warrant alternative design or location evaluations.

D. ALTERNATIVES SELECTED FOR ANALYSIS IN THE EIR

Three alternatives were selected for consideration, based on the potential of each alternative to reduce the significant and unavoidable impacts of the proposed Project, and the ability to meet the stated project objectives. Each alternative is summarized below.

Alternative 1 – Reduced Residential Alternative

Alternative 1 would result in an approximately 33 percent reduction in the number of potential residential units upon planning area buildout. It also results in a modest (2%) increase in potential commercial space and with a differing distribution between four commercial and office land use categories. The acreage dedicated to institutional and open space lands is essentially the same as the proposed Project (EIR p. 3-6,Table 3-1).

Alternative 2 – Increased Commercial Alternative

Alternative 2 provides about 16% more residential potential than Alternative 1 but still 22.3% fewer potential residential units than the proposed Project. While the mix of commercial uses under the Alternative 2 scenario differs, this alternative results in a modest (less than 1%) increase in potential commercial and office space compared to Alternative 1 and a substantial reduction in neighborhood commercial lands and increase in potential office space. In the overall, Alternative 2 yields an increase of about 4% in potential commercial space compared to the proposed Project (EIR p. 3-9, Table 3-2).

Alternative 3 – No Project Alternative

The No Project alternative would assume that the existing East and West Highway 111 Specific Plans would remain in effect. The overall intensity of development and operations would remain largely as they exist today but upon buildout the planning area would provide less than one-third the number of potential residential units and a 7% increase in commercial and office potential.

E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Based on the alternative projects analysis conducted in the Project EIR, the environmentally superior project alternative is determined to be Alternative 1, the *Less Residential* buildout scenario (per CEQA 15126.6). Although Alternative 3, the No Project alternative, would result in fewer residual environmental impacts than the Proposed Project, this alternative would not meet all of the objectives of the Highway 111 Specific Plan Project. In some instances, more than one alternative vies for superiority, as noted in the table below. The following findings and table summarize the reasoning for selection of the environmentally superior alternative.

- Alternative 1 would lower total potential residential units and modestly increase commercial acreage but would in general have the same potential as the other alternatives to adversely affect resources

- All but Alternative 3 would reduce the size of the planning area and provide broadened and updated development standards and guidelines that are environmentally more responsive than most of the other alternatives
- Proposed Project and Alterative 1 would not provide safer and more roadway access and reduce the number of potential curb cuts and friction on highway traffic flows
- Proposed Project would reduce the size of the planning area compared to Alternative 3 but would off-set some of the project effects by increasing intensity of use, primarily residential
- Alternative 1 would further enhance the City's ability to meet the changing urban planning and economic environment
- In several categories, the potential impacts are essentially the same for all alternatives

Overall, the proposed Project and Alternative 1 will generally have modestly greater impacts compared to Alternative 2 or 3.

Environmentally Superior
Development Alternative Comparison

Environmental Issue	Environmentally Superior			
	Proposed Project	**Alternative 1**	**Alternative 2**	**Alternative 3**
Aesthetics				X
Air Quality	X	X		--
Biological Resources	Equivalent for all scenarios – full site disturbance			
Cultural & Tribal Resources	Equivalent for all scenarios – full site disturbance			
Geology and Soils	Equivalent for all scenarios – full site disturbance			
Greenhouse Gas Emissions		X		--
Hazards & Hazardous Materials	Equivalent for all scenarios – full site disturbance			
Hydrology and Water Quality	Equivalent for all scenarios – full site disturbance			
Land Use and Planning	X	X		--
Minerals and Energy	X	X		--
Noise			X	--
Population and Housing	X			--
Public Services		X		--
Recreational Resources		X		
Transportation and Traffic	X	X		--
Utilities and Service Systems			X	--

The City Council finds that the proposed Project is the environmentally superior alternative that best meets the Project purpose and need and Project objectives.

SECTION 10. ADOPTION OF THE MITIGATION MONITORING AND REPORTING PROGRAM

That Public Resources Code Section 21081.6 requires that a Mitigation, Monitoring, and Reporting Program be adopted upon certification of an EIR to ensure that the mitigation measures are implemented. The Mitigation, Monitoring, and Reporting Program specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The City Council hereby adopts the Mitigation Monitoring and Reporting Program attached to this Resolution as **Exhibit "A."** Implementation of the Mitigation Measures and the Mitigation Monitoring and Reporting Program are hereby made a condition of approval of the Project. In the event of any inconsistencies between the Mitigation Measures set forth herein and the Mitigation Monitoring and Reporting Program, the Mitigation Monitoring and Reporting Program shall control.

SECTION 11. CERTIFICATION OF THE EIR

That the City Council finds that it has been presented with the EIR, which it has reviewed and considered, and further finds that the EIR is an accurate and objective statement that has been completed in full compliance with CEQA, the State CEQA Guidelines and the City's Local CEQA Guidelines and that the EIR reflects the independent judgment and analysis of the City Council.

The City Council declares that no evidence of new significant impacts as defined by the State CEQA Guidelines section 15088.5 have been received by the City Council after circulation of the Draft EIR which would require recirculation.

Therefore, the City Council hereby certifies the EIR based on the entirety of the record of proceedings.

SECTION 12. EVIDENCE AND ADMINISTRATIVE RECORD

That the City Council conducted a duly noticed Public Hearing on [INSERT], 2026, and considered all of the evidence submitted into the administrative record for the Proposed Project, including, but not limited to, the following, which are all hereby incorporated herein by reference:

(a) Rancho Mirage Municipal Code;
(b) Rancho Mirage General Plan and Title 17 (Zoning) of the Rancho Mirage Municipal Code and all relevant provisions contained therein;
(c) Highway 111 East Specific Plan;

(d) Highway 111 West Specific Plan;
(e) Environmental Impact Report Case No. EIR20001;
(f) General Plan Amendment Case No. GPA20001;
(g) General Plan Zoning Map Amendment Case No. GPZMA20001;
(h) Draft City Council Resolution Adopting the Mitigation Monitoring and Reporting Program, Adopting Statement of Overriding Consideration, and Approving and Certifying the Highway 111 Specific Plan Final Environmental Impact Report, and all attachments thereto;
(i) Draft City Council Resolution Approving General Plan Amendment Case No. GPA20001 and General Plan Zoning Map Amendment Case No. GPZMA20001, and all attachments thereto;
(j) Draft City Council Ordinance Repealing and Replacing Highway 111 East and West Specific Plans and Adopting Highway 111 Specific Plan, and all attachments thereto;
(k) Specific Plan Case No. SP200001;
(l) Notice of Availability of an Environmental Impact Report;
(m) Draft Environmental Impact Report (SCH No. 2020069010) prepared for the project, and all studies, reports, and other documents cited therein;
(n) Final EIR prepared for the projects, including all Draft EIR comment letters received from local public agencies, private organizations and members of the public, all responses thereto, and any revisions to the Draft EIR;
(o) Mitigation Monitoring and Reporting Program prepared for the project;
(p) Notice of Planning Commission Public Hearing scheduled for October 22, 2026, at 2:00 p.m. in the Council Chamber, located at City Hall at 69-825 Highway 111, Rancho Mirage, California;
(q) Planning Commission Staff Report, attachments and Staff presentation for the Proposed Project, and all public documents, records and references related thereto submitted or provided at or prior to the October 22, 2026, Planning Commission Public Hearing;
(r) Testimony and/or comments from all persons that were provided in written format or correspondence, at, or prior to, the October 22, 2026, Planning Commission Public Hearing.
(s) Notice of City Council Public Hearing scheduled for [INSERT], 2026, at 1:00 p.m. in the Council Chamber, located at City Hall at 69-825 Highway 111, Rancho Mirage, California;
(t) City Council Staff Report, attachments and Staff presentation for the Proposed Project, and all public documents, records and references related thereto submitted or provided at or prior to the [INSERT], 2026, City Council Public Hearing;
(u) Testimony and/or comments from all persons that were provided in written format or correspondence, at, or prior to, the [INSERT], 2026, City Council Public Hearing.

SECTION 13. CUSTODIAN OF RECORD

That the documents and materials that constitute the record of proceedings on which this Resolution has been based are located at Rancho Mirage City Hall, 69825 Highway 111, Rancho Mirage, CA 92270. The custodian for these records is the City Clerk of the City of Rancho Mirage or designee. This information is provided in compliance with Public Resources Code section 21081.6.

SECTION 14. EFFECTIVE DATE

That this Resolution shall take effect immediately upon its adoption.

SECTION 15. SEVERABILITY

That if any provision, section, paragraph, sentence or word of Resolution or any portion of the Administrative Record for the Project be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words as hereby adopted shall remain in full force and effect.

SECTION 17. CERTIFICATION.

That the City Clerk shall certify as to the adoption of this Resolution and shall cause the same to be processed in the manner required by law.

SECTION 18. REPEAL OF CONFLICTING PROVISIONS.

That all provisions of any resolution in effect prior to the effective date of this Resolution as adopted by the City Council that are in conflict with the provisions of this Resolution, are hereby repealed.

PASSED AND ADOPTED on this _____ day of _____, 2026.

_____
Lynn Mallotto, Mayor

ATTEST:

_____
Kristie Ramos, City Clerk

APPROVED AS TO FORM:

_____
Colin D. Kirkpatrick, City Attorney

Exhibit "A"

FINAL ENVIRONMENTAL IMPACT REPORT
(SCH # 2020069010)

AND

MITIGATION MONITORING AND REPORTING PROGRAM

(TO BE ATTACHED)

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF RANCHO MIRAGE, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT CASE NO. GPA20001 AND ZONING MAP AMENDMENT CASE NO. GPZMA 20001, REGARDING REPEALING AND REPLACING HIGHWAY 111 EAST AND WEST SPECIFIC PLANS AND ADOPTION OF THE NEW HIGHWAY 111 SPECIFIC PLAN

WHEREAS, the City of Rancho Mirage is a charter city and a municipal corporation of the State of California, and recognized as a political subdivision of State of California for certain purpose; and

WHEREAS, on October 22, 2026, the Planning Commission recommended the City Council certify the Environmental Impact Report for the Highway 111 Specific Plan, adopt Environmental findings and a statement of overriding consideration, adopt a Mitigation monitoring and Reporting Program regarding the Proposed Project, and approve the "Proposed Project", which is defined herein to include General Plan Amendment Case No. GPA20001, attached hereto and incorporated herein by this reference as Exhibit "A", to amend the General Plan land use framework associated with the Highway 111 corridor, and General Plan Zoning Map Amendment Case No. GPZMA 20001, attached hereto and incorporated herein by this reference as Exhibit "A", to establish zoning consistency with the proposed Highway 111 Specific Plan framework (which is proposed to be adopted through a separate ordinance) and to correct a clerical mapping error to conform to the existing designation as intended by the City; and

WHEREAS, the Specific Plan includes targeted boundary modifications from the previous boundaries of the Highway 111 East and West Specific Plan areas to reflect existing development patterns and corridor conditions. Approximately 16 acres of established residential development south of Mirage Cove Drive are proposed for removal from the previous Highway 111 East and West specific plan areas (Assessor Parcel Numbers 689-151-005 through 689-151-084 and 689-400-001 through 689-400-020) while the Rancho Las Palmas Shopping Center (Assessor Parcel Numbers 682-320-006, -007, -010, -014, -015, -021, -027 through 682-320-036, 682-321-037, 682-321-056, and 682-321-075) is proposed for inclusion as Planning Area 11 – Las Palmas, to provide a consistent land use and development framework along Highway 111, as reflected in the proposed GPZMA; and

WHEREAS, the City Council desires to adopt the General Plan Amendment (GPA20001) (the "GPA") and General Plan Zoning Map Amendment (GPZMA20001) (the "GPZMA").

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO MIRAGE, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. RECITALS AND EXHIBITS

That the foregoing Recitals and attached Exhibits are true and correct and are hereby incorporated by this reference.

SECTION 2. ADOPT GENERAL PLAN AMENDMENT

That the City Council hereby approves and adopts the GPA, amending the General Plan land use framework associated with the Highway 111 Specific Plan, as identified in more detail in Exhibit "A".

SECTION 3. GPZMA CONSISTENCY WITH GENERAL PLAN

That the City Council finds the GPZMA is consistent with the General Plan, as hereby previously amended.

SECTION 4. ADOPT GENERAL PLAN ZONING MAP AMENDMENT

That the City Council hereby approves the GPZMA, amending the General Plan Zoning Map to establish zoning consistency with the separately proposed Highway 111 Specific Plan framework, as identified in more detail in Exhibit "A".

SECTION 5. EFFECTIVE DATE

That this Resolution shall take effect concurrently with the effective date of Ordinance No. ___, repealing and replacing Highway 111 East and West Specific Plans, and approving and adopting the Highway 111 Specific Plan. If said ordinance does not become effective, this Resolution and the GPA and GPZMA shall be null and void and no further force or effect.

SECTION 6. SEVERABILITY

That if any provision, section, paragraph, sentence or word of this Resolution be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words as hereby adopted shall remain in full force and effect.

SECTION 7. CERTIFICATION.

That the City Clerk shall certify as to the adoption of this Resolution and shall cause the same to be processed in the manner required by law.

SECTION 8. REPEAL OF CONFLICTING PROVISIONS.

That all provisions of any resolution and/or General Plan Zoning Map, in effect prior to the effective date of this Resolution as adopted by the City Council that are in conflict with the provisions of this Resolution, are hereby repealed.

The foregoing Resolution was approved and adopted at a meeting of the City Council held on _____ by the following vote:

AYES::
NOES::
ABSENT::
ABSTAIN::

CITY OF RANCHO MIRAGE:

_____
Lynn Mallotto, Mayor

ATTEST:

_____
Kristie Ramos, City Clerk

APPROVED AS TO FORM:

_____
Colin D. Kirkpatrick, City Attorney

EXHIBIT "A"

GENERAL PLAN AMENDMENT

CASE NO. GPA20001

AND

GENERAL PLAN ZONING MAP AMENDMENT

CASE NO. GPZMA20001

[SEE ATTACHED]

EXHIBIT A

General Plan Amendment and General Plan Zoning Map Amendment

PART 1 | GENERAL PLAN TEXT AMENDMENTS

Legend: **Bold underlined** = text added ~~Red strikethrough~~ = text deleted

General Plan – Page 17

CURRENT TEXT	PROPOSED AMENDMENT
The overwhelming success of The River, a valleywide destination for upscale shopping, entertainment, and dining, enhances opportunities for additional high-quality development along Highway 111. Most commercial development along the Highway 111 corridor has been regulated by the Highway 111 East Specific Plan and the Highway 111 West Specific Plan. Adopted in the early 1990s, these plans set forth the types and intensities of land uses that are permitted and include design standards and guidelines to regulate development. As with the General Plan, the specific plans should be comprehensively reviewed from time to time to ensure relevance and consistency with the City's overarching goals	The overwhelming success of The River, a valleywide destination for upscale shopping, entertainment, and dining, enhances opportunities for additional high-quality development along Highway 111. Most commercial development along the Highway 111 corridor has been regulated by the **Highway 111 Specific Plan** ~~Highway 111 East Specific Plan and the Highway 111 West Specific Plan. Adopted in the early 1990s, these plans~~ **, which** set forth the types and intensities of land uses that are permitted and include design standards and guidelines to regulate development. As with the General Plan, the specific plans should be comprehensively reviewed from time to time to ensure relevance and consistency with the City's overarching goals

General Plan – Page 146

CURRENT TEXT	PROPOSED AMENDMENT
PROGRAM E&F 2.5A: The City shall periodically review the Highway 111 East and West Specific Plans to ensure that land uses and development standards promote a thriving commercial corridor.	**PROGRAM E&F 2.5A:** The City shall periodically review the Highway 111 **Specific Plan** ~~East and West Specific Plans~~ to ensure that land uses and development standards promote a thriving commercial corridor.

General Plan – Page 159

CURRENT TEXT	PROPOSED AMENDMENT
Special development standards could be applied to shape development of the arts district, with a heavy emphasis on walkability. With an existing residential component, a "San Jacinto Arts District" or the like could complement and enrich the living environment that is already enhanced by the park and its amenities, and the highly accessible Library. The City will consider the development of an Arts District Plan for inclusion in the Highway 111 East Specific Plan or a separate document and/or overlay to best fulfill the purpose.	Special development standards could be applied to shape development of the arts district, with a heavy emphasis on walkability. With an existing residential component, a "San Jacinto Arts District" or the like could complement and enrich the living environment that is already enhanced by the park and its amenities, and the highly accessible Library. The City will consider the development of an Arts District Plan for inclusion in the Highway 111 **Specific Plan** ~~East Specific Plan~~ or a separate document and/or overlay to best fulfill the purpose.

PART 2 | GENERAL PLAN MAPS – CURRENT

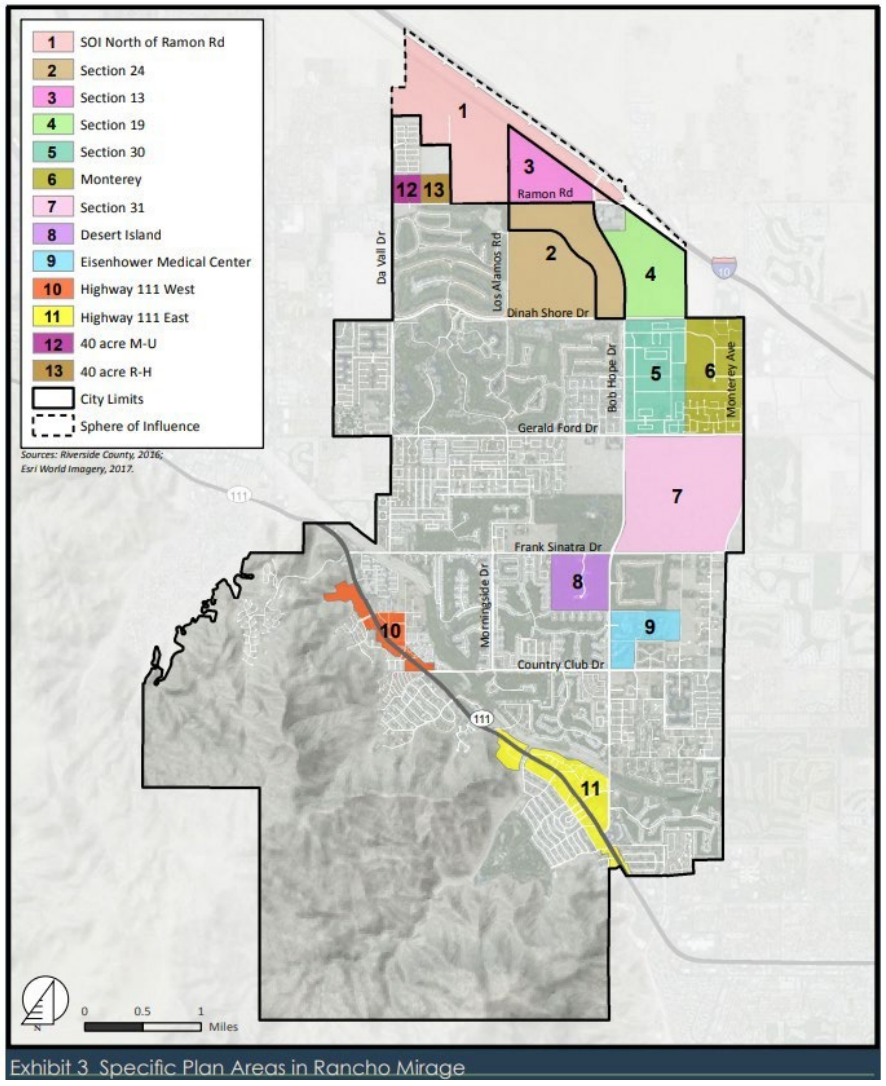


Figure 1: Exhibit 3 – Specific Plan Areas in Rancho Mirage (Current)

Highway 111 West (Area 10) and Highway 111 East (Area 11) shown as separate specific plan areas

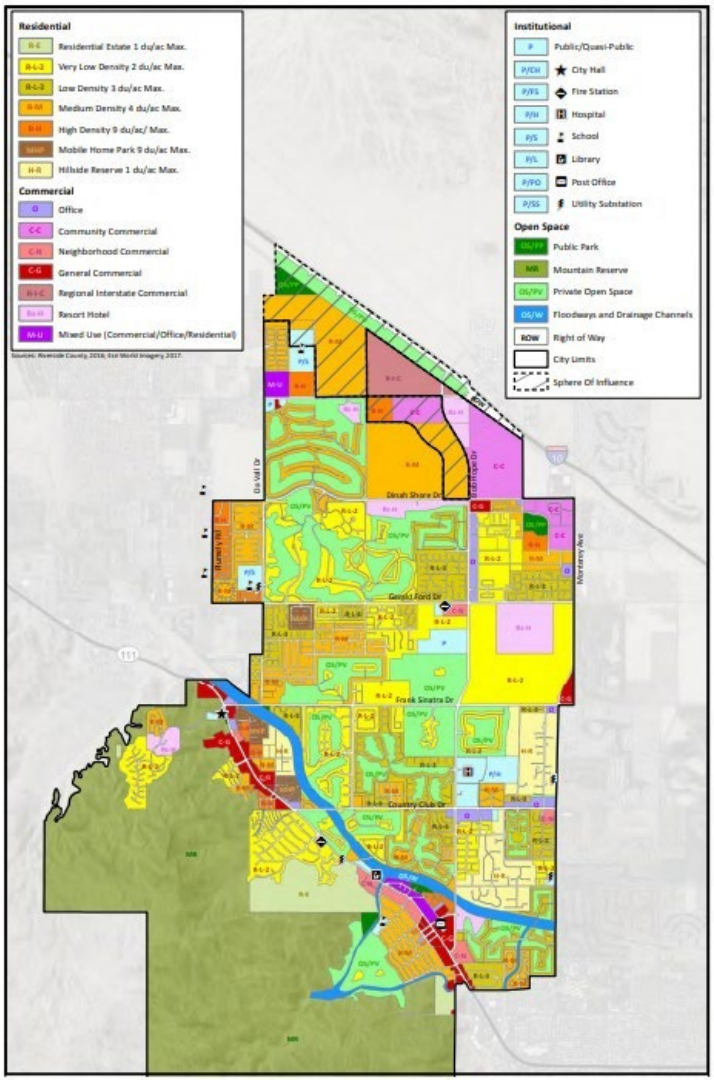


Figure 2: General Plan Land Use Map (Current)

PART 2 | HIGHWAY 111 SPECIFIC PLAN MAPS – UPDATED

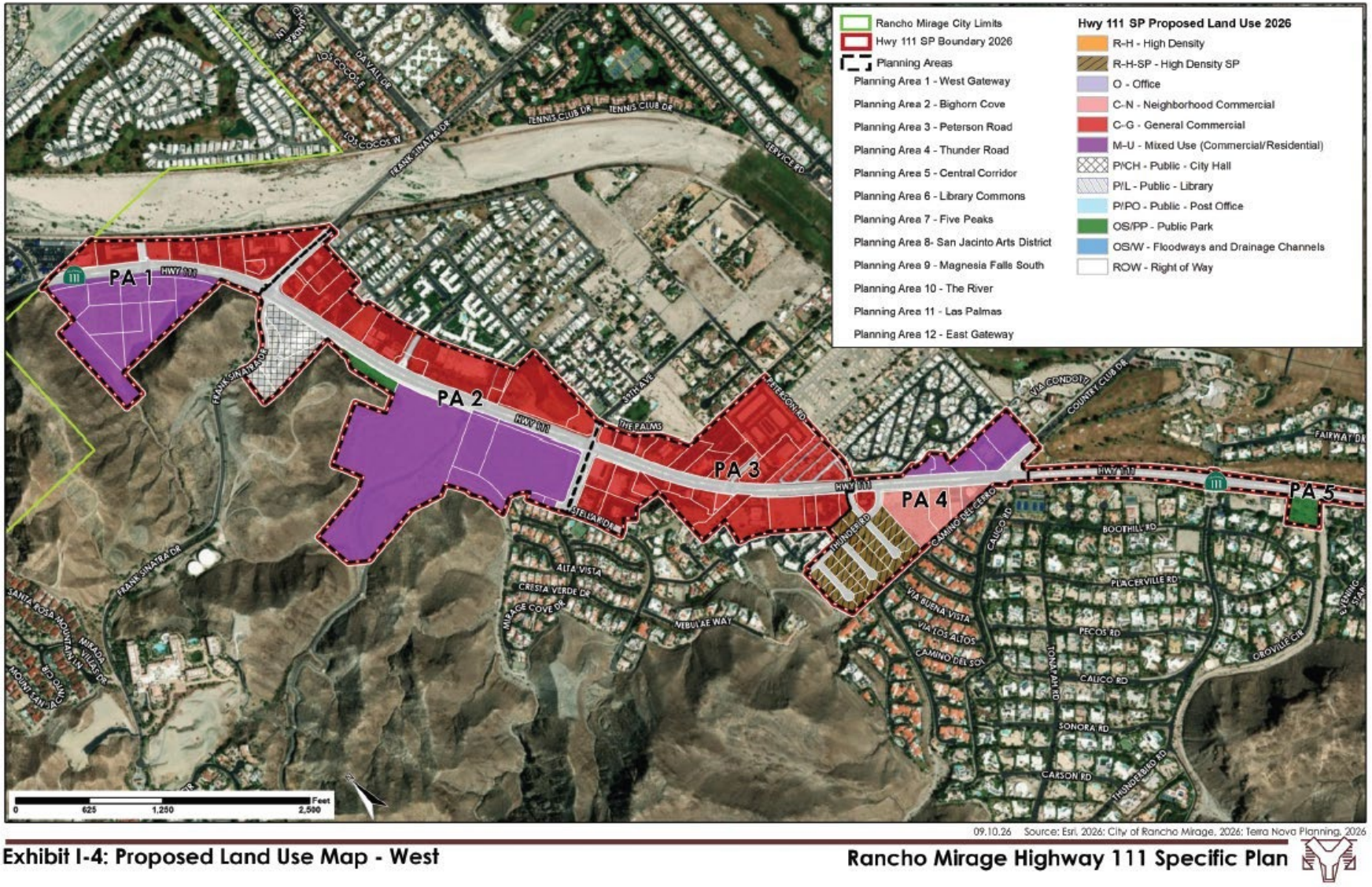


Figure 3: Exhibit I-4 – Proposed Land Use Map – West (Updated)

Rancho Mirage Highway 111 Specific Plan, Planning Areas 1–5

PART 2 | HIGHWAY 111 SPECIFIC PLAN MAPS – UPDATED

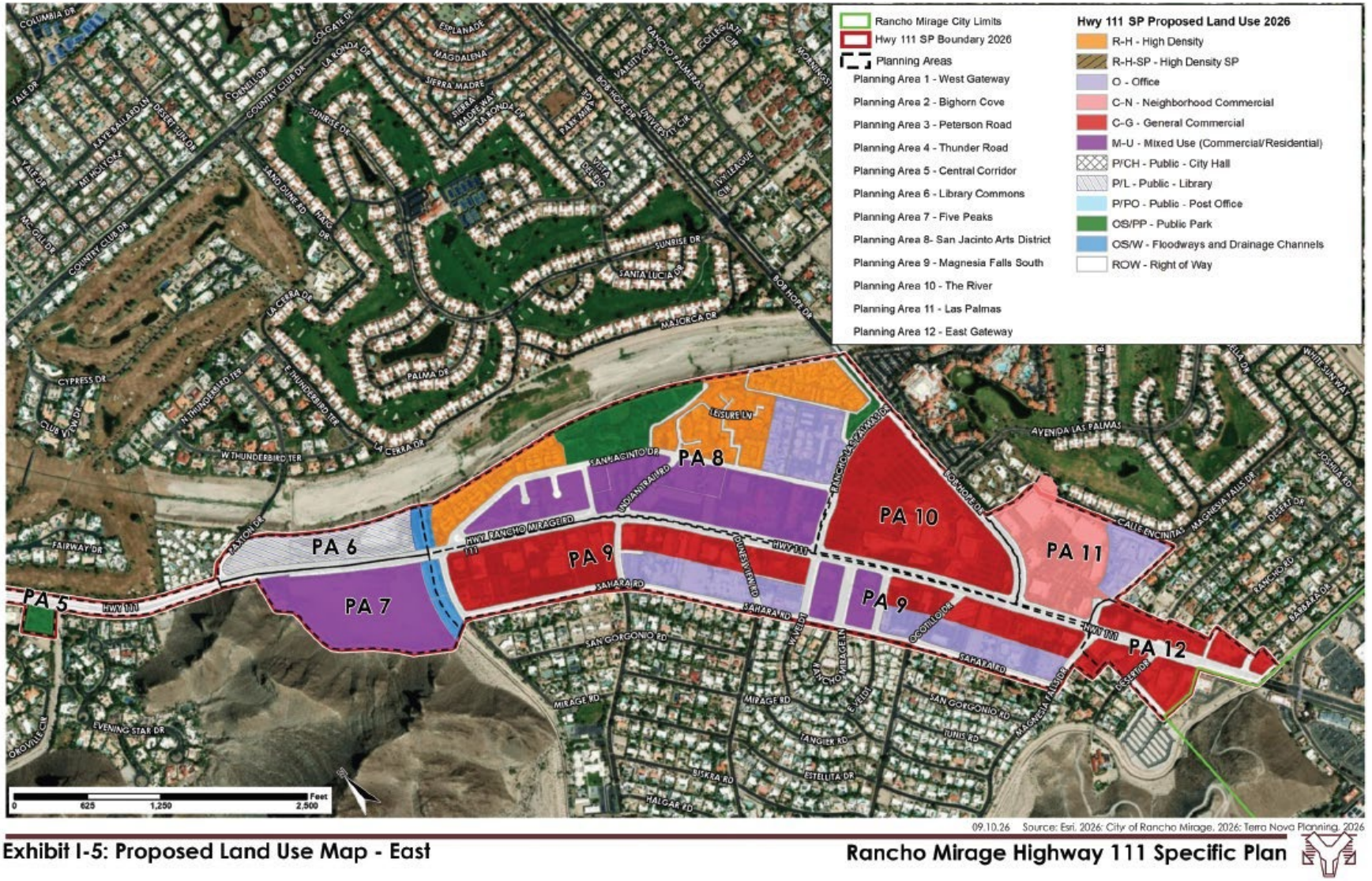


Figure 4: Exhibit I-5 – Proposed Land Use Map – East (Updated)

Rancho Mirage Highway 111 Specific Plan, Planning Areas 5–12

PART 3 | BOUNDARY CHANGE AREAS & CLERICAL MAPPING ERROR

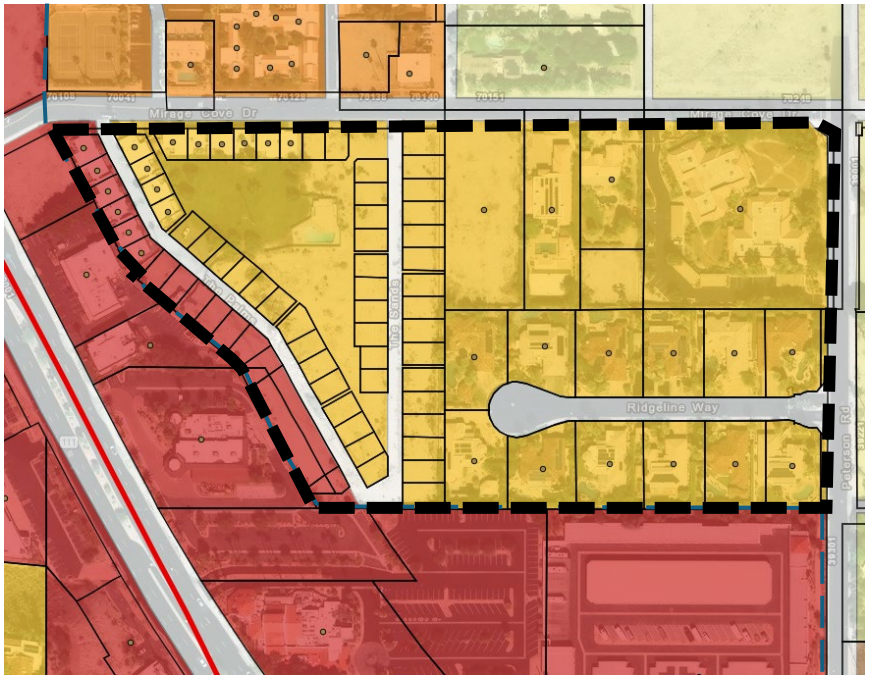


Figure 5: Removing ~16 acres of established residential development
Subject area outlined in black dashed line

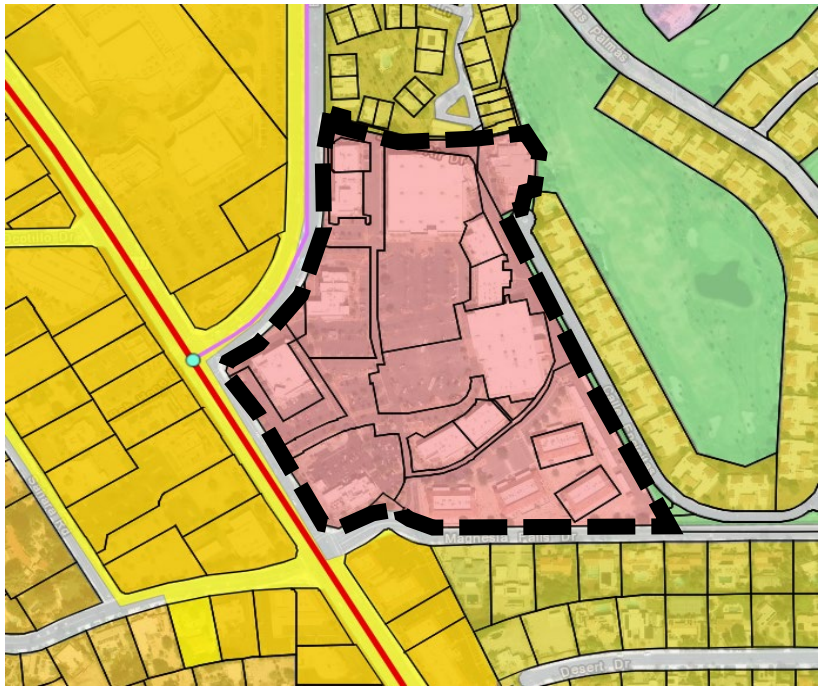
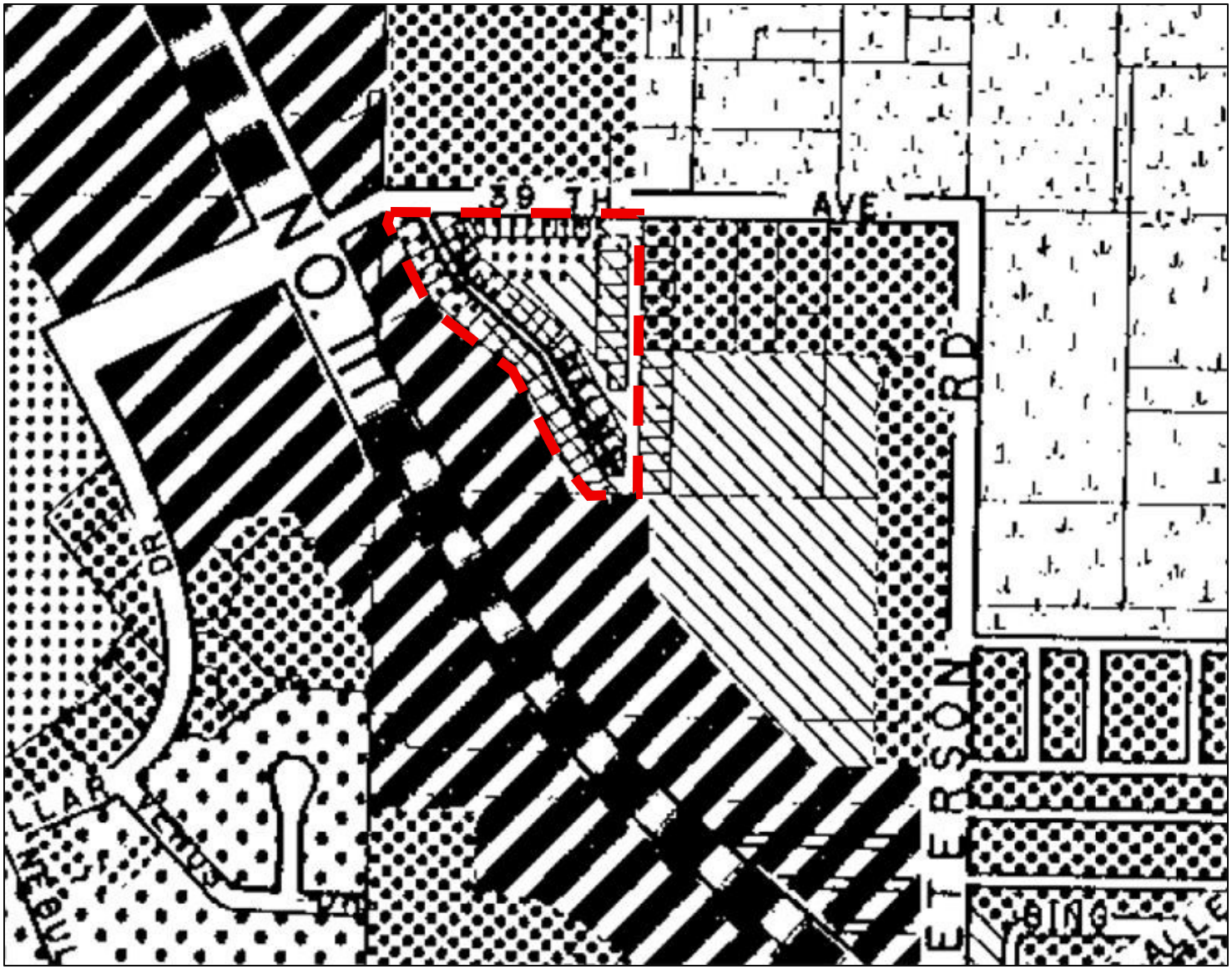


Figure 6: Adding Rancho Las Palmas Shopping Center
Subject area outlined in black dashed line

PART 3 | GENERAL PLAN ZONING MAP AMENDMENT – CLERICAL MAPPING ERROR

Figure 7: 1977 Zoning Map

Subject area outlined in red dashed line



PART 3 | GENERAL PLAN ZONING MAP AMENDMENT – CLERICAL MAPPING ERROR

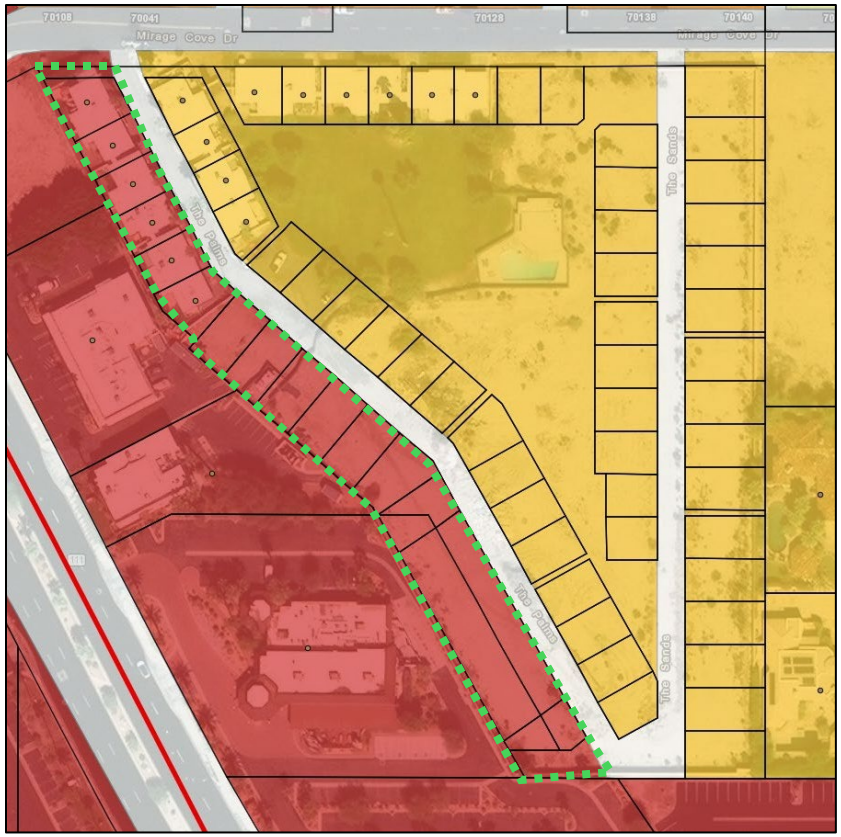


Figure 8: Current Zoning (Contains Mapping Error)

Subject area outlined in green dashed line

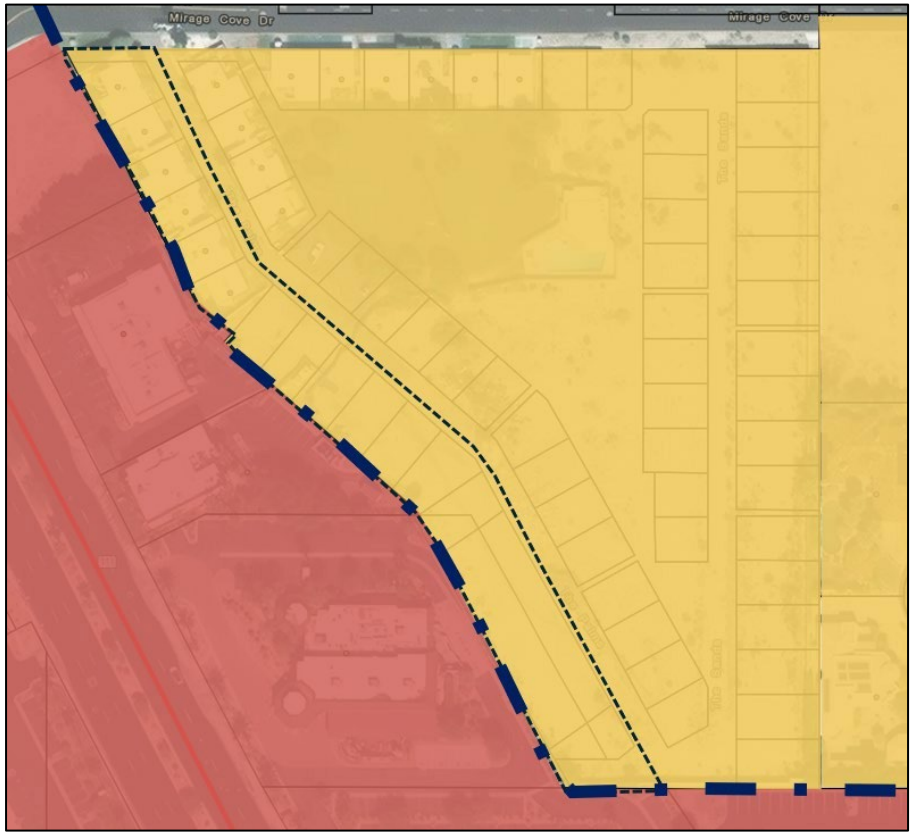


Figure 9: Updated Corrected Zoning

Corrected boundary shown in dark blue dashed line

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO MIRAGE, CALIFORNIA, REPEALING AND REPLACING HIGHWAY 11 EAST AND WEST SPECIFIC PLANS AND APPROVING THE NEW HIGHWAY 111 SPECIFIC PLAN (SP200001)

WHEREAS, the City of Rancho Mirage is a charter city and a municipal corporation of the State of California, and recognized as a political subdivision of State of California for certain purpose; and

WHEREAS, on October 22, 2026, the Planning Commission recommended the City Council certify the Environmental Impact Report for the Highway 111 Specific Plan, adopt Environmental findings and a statement of overriding consideration, adopt a Mitigation monitoring and Reporting Program regarding the Proposed Project, and approve the "Proposed Project" (or sometimes referred to herein as the "Specific Plan"), which is defined herein as repealing and replacing Highway 111 East and West Specific Plans and adopting the Highway 111 Specific Plan Case No. SP200001, attached hereto and incorporated herein by this reference as Exhibit "A", to establish updated land use regulations, development standards, design guidelines, infrastructure planning, and implementation measures for the Highway 111 corridor; and

WHEREAS, the Specific Plan includes targeted boundary modifications from the previous boundaries of the Highway 111 East and West Specific Plan areas to reflect existing development patterns and corridor conditions. Approximately 16 acres of established residential development south of Mirage Cove Drive are proposed for removal from the previous Highway 111 East and West Specific Plan areas (Assessor Parcel Numbers 689-151-005 through 689-151-084 and 689-400-001 through 689-400-020) while the Rancho Las Palmas Shopping Center (Assessor Parcel Numbers 682-320-006, -007, -010, -014, -015, -021, -027 through 682-320-036, 682-321-037, 682-321-056, and 682-321-075) is proposed for inclusion as Planning Area 11 – Las Palmas to provide a consistent land use and development framework along Highway 111; and

WHEREAS, proposed amendments to City's General Plan and General Plan Zoning Map is also proposed to amend the General Plan land use framework associated with the Highway 111 corridor and establish zoning consistency with the proposed Specific Plan framework; and

WHEREAS, the City previously duly certified an Environmental Impact Report, adopted associated Mitigation Monitoring and Report Program, and adopted environmental findings and a Statement of Overriding Consideration, for the Proposed Project.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO MIRAGE, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. RECITALS AND EXHIBITS

That the foregoing Recitals and attached Exhibits are true and correct and are hereby incorporated by this reference.

SECTION 2. EVIDENCE AND ADMINISTRATIVE RECORD

That the City Council conducted a duly noticed Public Hearing on [INSERT], 2026, and considered all of the evidence submitted into the administrative record for the Proposed Project, including, but not limited to, the following, which are all hereby incorporated herein by reference:

(a) Rancho Mirage Municipal Code;
(b) Rancho Mirage General Plan and Title 17 (Zoning) of the Rancho Mirage Municipal Code and all relevant provisions contained therein;
(c) Highway 111 East Specific Plan;
(d) Highway 111 West Specific Plan;
(e) Environmental Impact Report Case No. EIR20001;
(f) General Plan Amendment Case No. GPA20001;
(g) General Plan Zoning Map Amendment Case No. GPZMA20001;
(h) Draft City Council Resolution Adopting the Mitigation Monitoring and Reporting Program, Adopting Statement of Overriding Consideration, and Approving and Certifying the Highway 111 Specific Plan Final Environmental Impact Report, and all attachments thereto;
(i) City Council Resolution Approving General Plan Amendment Case No. GPA20001 and General Plan Zoning Map Amendment Case No. GPZMA20001, and all attachments thereto;
(j) City Council Ordinance Repealing and Replacing Highway 111 East and West Specific Plans and Adopting Highway 111 Specific Plan, and all attachments thereto;
(k) Specific Plan Case No. SP200001;
(l) Notice of Availability of an Environmental Impact Report;
(m) Draft Environmental Impact Report (SCH No. 2020069010) prepared for the project, and all studies, reports, and other documents cited therein;
(n) Final EIR prepared for the projects, including all Draft EIR comment letters received from local public agencies, private organizations and members of the public, all responses thereto, and any revisions to the Draft EIR;
(o) Mitigation Monitoring and Reporting Program prepared for the project;
(p) Notice of Planning Commission Public Hearing scheduled for October 22, 2026, at 2:00 p.m. in the Council Chamber, located at City Hall at 69-825 Highway 111, Rancho Mirage, California;
(q) Planning Commission Staff Report, attachments and Staff presentation for the Proposed Project, and all public documents, records and references related thereto submitted or provided at or prior to the October 22, 2026, Planning Commission Public Hearing;

(r) Testimony and/or comments from all persons that were provided in written format or correspondence, at, or prior to, the October 22, 2026, Planning Commission Public Hearing.

(s) Notice of City Council Public Hearing scheduled for [INSERT], 2026, at 1:00 p.m. in the Council Chamber, located at City Hall at 69-825 Highway 111, Rancho Mirage, California;

(t) City Council Staff Report, attachments and Staff presentation for the Proposed Project, and all public documents, records and references related thereto submitted or provided at or prior to the [INSERT], 2026, City Council Public Hearing;

(u) Testimony and/or comments from all persons that were provided in written format or correspondence, at, or prior to, the [INSERT], 2026, City Council Public Hearing.

SECTION 3. FINDINGS AND DETERMINATIONS

That based on the foregoing Recitals and the Evidence contained in the Administrative Record for the Proposed Project, as set forth and described herein, the City Council acknowledge, accept, and approve, and make the following Findings and Determinations:

(a) That the proposed Highway 111 Specific Plan is consistent with the General Plan;

(b) The proposed Highway 111 Specific Plan is not be detrimental to the public interest, health, safety, convenience or welfare of the city;

(c) The subject property is physically suitable for the requested zoning district(s), planning areas and the anticipated land use developments;

(d) The proposed Highway 111 Specific Plan ensures development of desirable character which would be harmonious with existing and proposed development in the surrounding neighborhood;

(e) That this action is consistent with Government Code Section 66300 because (1) in accordance with Government Code 66300(i), the action is intended to facilitate the production of housing for lower income households or housing types that traditionally serve lower income households; and (2) in accordance with Government Code 66300(h), the action is simply a reconfiguration which will concurrently change the land use designation of other parcels to ensure that there is no net loss in residential capacity.

(f) That the proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act.

SECTION 4. ADOPT SPECIFIC PLAN

That the City Council hereby approves the Highway 111 Specific Plan (SP200001), repealing and replacing the Highway 111 East and West Specific Plans and adopting the Highway 111 Specific Plan.

SECTION 5. EFFECTIVE DATE

That this Ordinance shall take effect thirty (30) days after its adoption.

SECTION 6. CITY ATTORNEY REVIEW

That the City Attorney prepared and framed this ordinance pursuant to Section 1.04.010 of the Rancho Mirage Municipal Code and finds that the City Council has the authority to adopt this ordinance, that the ordinance is constitutionally valid and that the ordinance is consistent with the general powers and purposes of the City as set forth in Section 1.04.031 of the RMMC.

SECTION 7. SEVERABILITY

That if any provision, section, paragraph, sentence or word of this Ordinance, Specific Plan, or any portion of the Administrative Record for the Proposed Project be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words as hereby adopted shall remain in full force and effect.

SECTION 8. CERTIFICATION

That the City Clerk shall certify to the passage of this ordinance and shall cause the same to be published according to law.

SECTION 9. REPEAL OF CONFLICTING PROVISIONS

That all provisions of any ordinance and/or Municipal Code in effect prior to the effective date of this Ordinance as adopted by the City Council that are in conflict with the provisions of this Ordinance, are hereby repealed.

SECTION 10. AMENDING OF BAIL SCHEDULE

That the City Attorney's Office is hereby directed to determine whether this Ordinance necessitates amendment of the City's Bail Schedule and to cause such necessary amendments to be made and filed with the local branches of the Superior Court of the County of Riverside.

The foregoing Ordinance was approved and adopted at a meeting of the City Council held on _____ by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

CITY OF RANCHO MIRAGE:

_____
Lynn Mallotto, Mayor

ATTEST:

_____
Kristie Ramos, City Clerk

APPROVED AS TO FORM:

_____
Colin D. Kirkpatrick, City Attorney

EXHIBIT "A"

HIGHWAY 111 SPECIFIC PLAN

CASE NO. SP200001

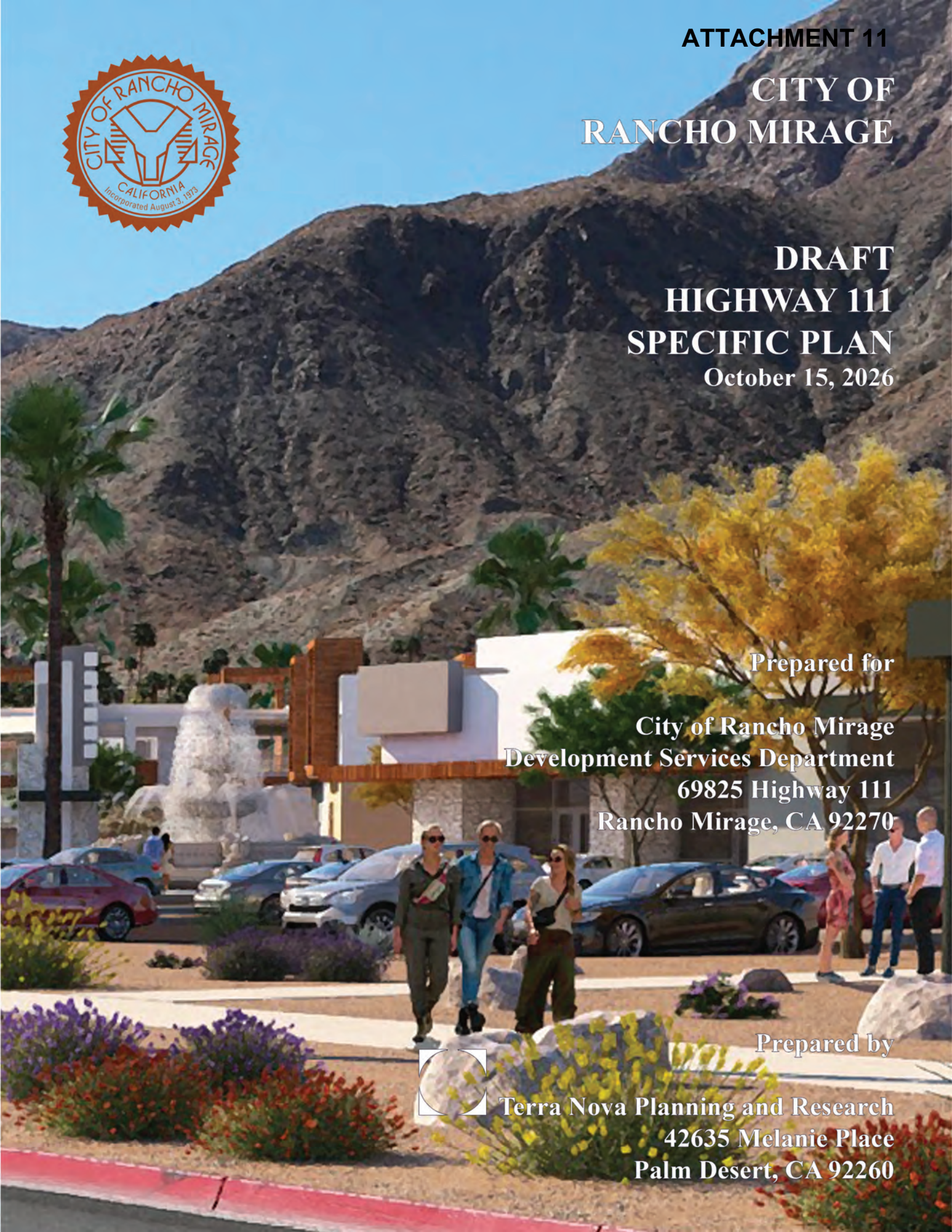
[TO BE ATTACHED]

ATTACHMENT 11

CITY OF RANCHO MIRAGE

DRAFT HIGHWAY 111 SPECIFIC PLAN

October 15, 2026



Prepared for

City of Rancho Mirage
Development Services Department
69825 Highway 111
Rancho Mirage, CA 92270

Prepared by

Terra Nova Planning and Research
42635 Melanie Place
Palm Desert, CA 92260

City of Rancho Mirage
Riverside County, California

DRAFT HIGHWAY 111 SPECIFIC PLAN
October 15, 2026

CITY COUNCIL

Mayor
Lynn Mallotto

Mayor Pro-Tem
Michael O'Keefe

Council Members
Eve Fromberg Edelstein
Steve Downs
Ted Weill

PLANNING COMMISSION
Jassen Agostini
Austin Beale
Murray Bryant
Jean Renaker
David Grey

Majna Dukic, Director of Development Services
Ben Torres, Planning Manager
Pilar Fløtterud, Development Services Manager/Principal Planner

City of Rancho Mirage
69825 Highway 111
Rancho Mirage, CA 92270



Terra Nova Planning & Research, Inc.®
42635 Melanie Place, Suite 101
Palm Desert, CA 92211

CITY OF RANCHO MIRAGE
DRAFT
HIGHWAY 111 SPECIFIC PLAN

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CITY OF RANCHO MIRAGE

HIGHWAY 111 SPECIFIC PLAN

I. INTRODUCTION

Welcome to the new Highway 111 Specific Plan. This document updates, expands and replaces the two Specific Plans previously approved along the Highway 111 corridor in Rancho Mirage. The original Highway 111 Specific Plans were physically separate areas and comprised of two separate documents: the Highway 111 West Specific Plan and Highway 111 East Specific Plan. The Highway 111 West Specific Plan was adopted by the City Council in 1989, and the Highway 111 East Specific Plan was adopted in 1990. Minor updates to both of these documents were made in 2014. The original two planning areas were not contiguous; the new Highway 111 Specific Plan addresses the entire Highway 111 corridor passing through the City. It reflects and addresses the significant social and commercial changes that have occurred along the corridor, the region and the nation.



*"**The Cocomaricopa Trail*** *"Among the earliest "roads" passing through the Coachella Valley was an Indian trade route known as the Cocomaricopa Trail, later renamed the Bradshaw Trail, which was one of the most important desert trails in southern California during the 1860s and 1870s. The course of the trail was largely influenced by regional topography, and throughout much of the valley the Bradshaw Trail closely followed the toe of slope of the Santa Rosa Mountains. It took advantage of mountain spurs, which project into the valley floor, and their ability to naturally shield travelers from strong winds and blowing sand and dust. The logical placement of the Bradshaw Trail led to the establishment of permanent settlements within the coves of the Santa Rosa Mountains during the early twentieth century. The "cove communities" were strategically located where buildings and residents could be shielded from the harsh desert environment. The Bradshaw Trail was eventually replaced by State Highway 111, which provides important connectivity between the cove communities."* ----***California Desert Conservation Plan***

A. Authority and Scope

Enabling Legislation

Local jurisdictions are authorized to adopt Specific Plans as a tool in the implementation of their General Plan through California Government Code Section 65450 through 65457. The following are the minimum requirements for the contents of a Specific Plan, as set forth in Government Code:

1. Text and diagrams that provide the distribution, location and extent of land uses; the distribution, location and extent of transportation, water, sewer, drainage and other utilities; and the standards and criteria by which these improvements will proceed.

2. Implementation measures including regulations, programs, public works projects and financing measures required to implement the Plan.

3. Consistency analysis to assure that the Specific Plan is compatible with the General Plan.

Government Code allows local jurisdictions to adopt Specific Plans either by resolution or ordinance. The City of Rancho Mirage Municipal Code provides for adoption by ordinance. A revised Zoning Ordinance has also been prepared as part of this new Highway 111 Specific Plan (see Section V: Land Use and Development Standards), which amends portions of the City's Zoning Ordinance (Title 17 of the Rancho Mirage Municipal Code or RMMC). Therefore, the Specific Plan has been adopted by ordinance (City Municipal Code, Chapter 17.54.110). The relationship of and consistency between the new Highway 111 Specific Plan and the City General Plan is also discussed herein.

B. Project Location and Profile

The planning area of the new Highway 111 Specific Plan extends along the entire length of Highway 111's passage through the City from its shared city limits boundaries on the west with Cathedral City and on the east with Palm Desert. The area is further defined by the general limits of the Whitewater River on the north and the foothills of the Santa Rosa Mountains on the south. The planning area occurs in portions of: Section 34, T.4S, R5E; Section 2, 3, 11, 12, 13 T5S., R5E; and Section 18, T5S. R.6E, SBB&M (see USGS Cathedral City and Palm Desert 7.5-minute quadrangle maps).

The Highway 111 corridor has a long and important history as a route into and across the Coachella Valley, and was in use well before the first Europeans arrived in the valley. Since the beginning of the 20th century, Highway 111 has evolved from a two-lane roadway to a six-lane arterial in Rancho Mirage and other "cove" communities. Today, a wide variety of land uses have been developed along the corridor, including diverse retail and other commercial outlets, as well as major planned commercial developments such as The River. It is also home to luxury car dealers and such cultural treasures as the Rancho Mirage Library and Observatory.

The 111 corridor is also physically constrained by the Whitewater River and the mountains, which limit the size and scale of development that can occur along the corridor. At the same time, these "constraints" should be viewed as assets that enhance the attractiveness and desirability of the corridor as a place to visit and stay, shop, recreate, cultivate and live. There are a few remaining undeveloped land holdings of size that can accommodate larger and mixed-use developments. There are also numerous vacant in-fill lots that can be developed individually or aggregated to enhance existing development.

C. Planning Area History

Highway 111 was officially made a State Highway in the early 1930s in response to growth in the valley and growing traffic jams being experienced by travelers from Los Angeles trying to get home. It extends from the US/Mexico border to its juncture with US Interstate-10 west of Palm Springs. In 1995, Caltrans allowed cities to take responsibility for the maintenance of their portion of Highway 111 and relinquished control to the local jurisdictions. In Rancho Mirage, Highway 111 is entirely under the control of the City.

Several famous and important residential and golf course resort communities developed along and near the Highway 111 corridor, including Thunderbird Country Club, Thunderbird Heights and Thunderbird Cove. Nearby developments include Tamarisk Country Club and Rancho Las Palmas Country Club, which have played host to famous celebrities with homes by famous architects.



09.10.26 Source: Esri, 2026

Exhibit I-1: Regional Location Map



09.10.26 Source: Esri; County of Riverside, 2026

Exhibit I-2: Project Vicinity Map

Today, in addition to hosting world-class dining and shopping and entertainment, the Highway 111 corridor is well served by public services and facilities, including a fire station, City Hall and the City's Library and Observatory campus. A US Postal Service Office is also located along the corridor as are a variety of professional and medical offices and a wide range of neighborhood shopping serving the community.

D. Existing Conditions

Highway 111 is built out as a three-lane divided arterial highway with excellent vehicular access and pedestrian facilities, and numerous transit stops. The corridor also has numerous and largely signalized intersections that connect it to the surrounding residential and resort neighborhoods. The west end of the corridor includes well-established restaurants, City Hall and limited retail services. Important vacant lands are located in the western portion of the planning area, including larger holdings ranging up to 30 acres, as well as numerous smaller in-fill lots, some with direct frontage onto Highway 111.

The west planning area extends west from the west city limits to Country Club Drive. It is comprised of a mix of office, residential and limited commercial uses, including several well-known restaurants. The west planning area offers more new development opportunities, including the 30±-acre Bighorn Cove (PA-2), the 13± acre Rancho Cove (PA-1), and commercial and in-fill residential development opportunities in the Thunder Road planning area.

The central portion of the Highway 111 corridor, generally between Country Club Drive on the west and Paxton Drive on the east, is mostly made up of gated residential developments with direct access onto Highway 111. The south 111 parkway includes a generous and well landscaped parkway with continuous sidewalks. The north Highway 111 parkway in the central corridor is comprised of a narrow planting area and fenestrated masonry wall; there are no sidewalks on this north side of Highway 111 between Paxton Drive and Country Club Drive.

The east end of the Highway 111 corridor has captured most of the larger scale commercial development, including The River, which is a regional commercial development, and the Rancho Las Palmas Shopping Center, located on the north side of 111 and west and east of Bob Hope Drive, respectively. The east planning areas also include Indigo Auto Group's Desert European Motor Cars, numerous restaurants, two hotels, and a wide mix of office and related services. The east planning area also includes the City's Library and Observatory campus and one larger vacant opportunity site with a development area of 16± acres (Five Peaks Cove). The area also hosts a variety of smaller in-fill lots surrounded by commercial, service commercial and office.

E. Summary of Constraints and Opportunities

A variety of methods were used to identify and evaluate conditions along the Highway 111 corridor and determine whether and to what degree they serve as opportunities for or impediments to future development and corridor revitalization. Identified constraints and opportunities are briefly described below.

Constraints

The Highway 111 Specific Plan area includes a diverse range of existing development, infrastructure, and physical conditions that have evolved over time. Recent improvements to Highway 111 and existing corridor conditions will continue to influence future development and redevelopment. The corridor is also shaped by its surrounding geography, including the Santa Rosa foothills, drainage areas, and the Whitewater River Stormwater Channel. These features, together with existing infrastructure and development patterns, will be considered as properties develop and redevelop over time.

Opportunities

While a substantial portion of the Specific Plan planning area has been developed, there remain a variety of opportunities for new development on vacant land holdings of up to 30± developable acres. These major development opportunities have excellent highway access and are well served by utilities and infrastructure. The planning area would also benefit from a complete, cohesive, attractive pedestrian signage program to guide

pedestrians and enhance sidewalk connectivity. The planning area includes a wide array of vacant in-fill parcels, some of which appear ripe for aggregation to create larger development sites. At least one public street has been identified where its vacation and merging with adjoining parcels creates larger potential development sites.

The corridor is also able to take advantage of two markets, including the local residential neighborhoods and hotels, and the significant volume of drive-through traffic. The needs of the local neighborhood market are only partially met by existing development along the corridor, and the Specific Plan identifies those new or expanded goods and services that could address the current service gap.

The corridor has some comparative advantages, including its keystone location in the valley, the Rancho Mirage brand, and important existing developments such as The River, a variety of hotels, and a diversity of shopping and dining venues. Finally, the City's cultural assets, the Rancho Mirage Library and Observatory, and Rancho Mirage Amphitheater, serve to further diversify the corridor and its attractiveness.

F. Socio-Economic Environment

The development of the new Highway 111 Specific Plan is in part built upon a detailed understanding of the local, City and regional economy, which together are the market area for many of the uses along the Highway 111 corridor. The following briefly describes the valley-wide economy, the City's economy and the local market area within and near the corridor planning area.

For many decades, the Coachella Valley has enjoyed a reputation as a world-class tourist destination that is rooted in robust hospitality and service industries centered around resorts, spas, hotels and convention facilities. Thousands of visitors are attracted to the region annually for international film, literature and music festivals, professional golf and tennis tournaments, outdoor recreational opportunities, and the unique desert environment. Its mild climate attracts a seasonal population largely comprised of retirees and second homeowners, but the region also includes year-round residents who work and shop locally and otherwise support the day-to-day economy.

The Rancho Mirage economy is closely tied to the regional and even the national economy. With several convention resorts/hotels, spas, a casino, numerous retail and restaurant establishments, and high-quality residential neighborhoods, the City is firmly established in a competitive position in the regional economy. Its expanding medical and research sectors, and specialty retail and restaurant establishments, provide additional job opportunities and revenue-generating potential. The City's vision for the future includes a more diverse business community, variety of neighborhoods and housing products, and further expansion of cultural venues and signature events.



09.10.26 Source: Esri; County of Riverside, 2026

Exhibit I-3: Specific Plan Planning Area Rancho Mirage Highway 111 Specific Plan

The Highway 111 corridor offers numerous opportunities to implement the City's vision. As an interregional corridor, it attracts a strong local and regional consumer base. Its immediate market area largely consists of older adults and retirees with active lifestyles and the potential to support and enjoy a variety of businesses, services, and housing types. A detailed analysis of the Specific Plan market area and potential business opportunities in the Specific Plan area is provided in Section IX.

G. Vision Statement and Objectives

Introduction
The Highway 111 corridor has been a focus of economic development in the City well before its incorporation and is a local and regional travel-way of historic importance. The new, integrated and expanded Specific Plan has been designed to address the changing retail environment, local and regional housing shortage, need for complete streets elements, streamlined zoning standards, inspiring and incentivizing plans and design guidelines, resulting in a vibrant and lively commercial mixed-use corridor.

- Changing retail environment
- Housing shortages
- Complete Streets
- Streamlined Zoning Standards
- Inspiring and Incentivizing Master Plan
- A Vibrant and Lively Commercial Corridor

Vision Statement
The City envisions a Highway 111 corridor with a complementary, diverse and thriving mix of uses serving a local and regional market, supported by a transportation network that efficiently conveys vehicular and pedestrian traffic, and one that is developed as a "string of pearls" along an aesthetically pleasing, identifiable, interesting and safe travel corridor.

Objectives
The primary goal of the Highway 111 Specific Plan is to provide a comprehensive and cohesive planning tool that facilitates buildout and revitalization of the Highway 111 corridor, leverages and optimizes a wide range of appropriate development, and fosters neighborhood and economic development along the corridor.

The Highway 111 Specific Plan objectives include the following:

1. Establish a context and sense of place through land use planning, development standards and guidelines for the future buildout and revitalization of the Highway 111 corridor, consistent with the City's General Plan goals and policies.
2. Provide for and facilitate land use and economic synergies between the diverse uses along the Highway 111 corridor and surrounding lands that enhance and improve the social, cultural and economic well-being of the planning area and the City.
3. Prioritize in-fill opportunities where smaller scale development is supported by existing business and infrastructure.
4. Land use and circulation/mobility design, site development standards and guidelines that preserve and enhance adjacent existing residential neighborhoods and new residences in the planning area;
5. A land use plan and design standards and guidelines that enhance the corridor's offering of valley-wide destinations for upscale shopping, entertainment, and dining, and which optimizes opportunities for additional high-quality development along Highway 111.
6. Incrementally enhance and revitalize older buildings and properties through repurposing and rehabilitation, consolidation of parcels, and enhanced landscape and hardscape improvements supported by property owner(s) and the City.

7. Provide a community vision and plan that considers and integrates all aspects of sustainable communities in land use, transportation, energy/water/materials use, and environmental quality, and that furthers the City's sustainability goals.

8. Provide enhanced development opportunities and guidance for new mixed use development that supports existing, approved and future land uses.

9. Provide a community planning document that expands and diversifies the City's economic base and resources, creates opportunities for new jobs in emerging commercial and institutional enterprises, and improves the social, cultural and economic environment of the Specific Plan area.

10. Provide development standards and guidelines that will enhance community and neighborhood cohesiveness, both physically and socially, within the Specific Plan area.

11. Provide guidance for the development of coordinated and adequately sized drainage, streets and other infrastructure to serve the development potential of the Specific Plan area.

H. Project Description

Introduction

The Highway 111 corridor has evolved significantly over the course of many decades. Today, it serves as both a major commercial corridor in Rancho Mirage and beyond, and as a sub-regional thoroughfare that connects the "cove communities" and others in the Coachella Valley. However, Highway 111 has become more of an intra-regional arterial-scale connector of contiguous communities. Today, truly regional traffic is primarily accommodated by US Interstate 10, and to a lesser extent, other major arterials which include Dinah Shore Drive, Gerald Ford Drive, Frank Sinatra Drive and Country Club Drive. The availability of regional mobility options on streets north of the Highway 111 corridor allows for more focus on the local and intra-city function of this roadway.

The Highway 111 Specific Plan is designed to enhance its function as a destination and less as a way of just traveling through the City. Its goals include planning for development of adjoining and nearby land uses that draws upon more of the local and sub-regional market, resulting in a more diverse and integrated mix of uses, services and functions. It is also meant to preserve and strengthen those uses along the corridor that complement this goal of mixed use and local and sub-regional service. Finally, for those that travel through the City of Rancho Mirage, the implemented Specific Plan will result in a more attractive place with a variety of "destinations" that provides high quality retail, restaurants, hotels and personal and professional services, and cultivates and makes more accessible the important cultural assets that have and continue to develop along the corridor.

1. Planning Areas and Land Uses

Existing and designated land uses in the planning area have been evaluated for how well they perform and whether and to what extent they are complemented or hindered by surrounding land uses. The Highway 111 corridor is an eclectic mix of commercial, office, institutional and residential uses, not all of which complement one another but that can be better aligned to enhance and create new synergies. Land uses described in Table I-1 below have been assigned for this purpose.

Within the boundaries of the Specific Plan twelve (12) distinct planning areas (PAs) have been designated (PA-1, PA-2, etc.). In some cases, sub-areas are delineated and discussed and are designated as with PA-1a, etc. While the delineation of planning areas may appear somewhat arbitrary, they were assembled with purpose. The underlying goal was to include separate but related parcels and uses. Each PA is discussed below and addresses specific planning objectives, permitted land uses, and customized design guidance, addressing site planning and access, architecture, landscape and lighting, signage and other aspects of site design.

Table I-1
Highway 111 Specific Plan
Land Use Categories and Definitions

R-H High Density Residential (up to 9 du/ac)
This designation allows for smaller, single-family attached products and multi-family dwellings. It is most suitable for planned communities and affordable. Duplex and multi-plex development is the most common and provides for planned residential developments (PRDs) of varying types, including apartments.



R-H/SP High Density Residential (16 to 28 du/ac)
This designation allows for varying residential densities and housing types typically within the context of a mixed-use development but also elsewhere. Multi-family developments of this type provide for varying dwelling unit sizes. Condominiums within a PRD-type development may be allowed with the approval of a subdivision map and conditional use permit.



C-N Neighborhood Commercial (0.35 FAR.)
This designation provides for neighborhood-scale shopping facilities, conveniently located near residential areas. These developments are typically anchored by supermarkets and drug stores. A wide range of other uses include banks, barber/beauty salons, dry cleaners, restaurants, service business, and other related activities. Typical sizes are 8 to 10 acres, providing approximately 80,000 to 100,000 square feet of gross, leasable floor area.



C-G General Commercial (0.35 FAR.)
This land use includes a wide variety of commercial centers, specialty retail shops, clothing and jewelry stores, and a variety of personal service businesses. Small department stores may also be appropriate under this designation. Development may range from freestanding retail buildings and restaurants to planned commercial centers. Hotels may also be appropriate on these lands. In a few cases, the C-G designation has been assigned to partially developed lands, where allowable commercial uses are limited.



C-C Community Commercial (0.35 FAR.)
This designation provides for regional- or community-scale shopping centers and malls that may be anchored by several department stores or other large-scale facilities as well as a variety of retail outlets, restaurant, and entertainment uses. Hotels may also be appropriate on these lands. The community commercial center is intended to serve the entire community and the surrounding market area.



M-U Mixed Use (0.35 FAR.)
This designation recognizes the potential for thoughtfully planned, integrated, and complementary mixes of commercial, office, and residential uses. Projects developed under this designation require a specific plan or shall be located within a Specific Plan area that includes compatible design standards and demonstrates shared internal circulation and complementary and synergistic relationships among uses.

Development within the M-U designation shall include a commercial or office component. A mixed-use project that includes residential development shall include a minimum of 80% commercial/office development and a maximum of 20% residential development, as measured by FAR. Residential development may be proposed but is not required; however, residential development shall not be permitted as a stand-alone use. If residential development is proposed, the residential component may apply the R-H/SP densities range of 16–28 du/ac and shall comply with all applicable development standards including but not limited to, lot coverage and FAR; 10% of the residential component shall be restricted as affordable housing to further the goals and policies of the Housing Element and support the City's housing objectives. Moderate-income affordable housing is preferred.

Buildings exceeding 20' feet shall provide an additional setback at a ratio of three feet of additional setback for every one foot of building height above 20 feet.

Regulations herein may be modified through approval of a Development Agreement by the City Council. Nothing herein shall be construed to prohibit, preclude, limit or otherwise impair the development of a project to the extent required by applicable State or Federal law, including but not limited to the project, use, density, development standard or approval process notwithstanding otherwise applicable City requirements. Nothing herein shall be construed to confer any right to relief from otherwise applicable City requirements solely because State or Federal law authorizes, permits or provides alternative pathway for development, except to the extent such relief is expressly required by law.

O Office (0.35 FAR.)
This designation permits a variety of professional establishments, including administrative, corporate, institutional, law, medical, financial, insurance, real estate, and government offices. Office uses may be combined with adjacent commercial uses. Standalone residential developments are not permitted.



OS/PP Public Parks
This designation is assigned to active recreation open space areas that are accessible by the general public, and that are generally owned and maintained by the City or other public entity. It has also been applied to excess City-owned open space lands within or adjacent to the Highway 111 corridor, including the Cancer Survivor's Park and the adjoining connector to lands to the east.



P Public/Quasi-Public (Institutional)
This designation provides for governmental offices, cultural facilities, libraries, museums, schools, hospitals, floodways, police and fire stations, utility substations, as well as other public or quasi-public administrative offices or meeting spaces.



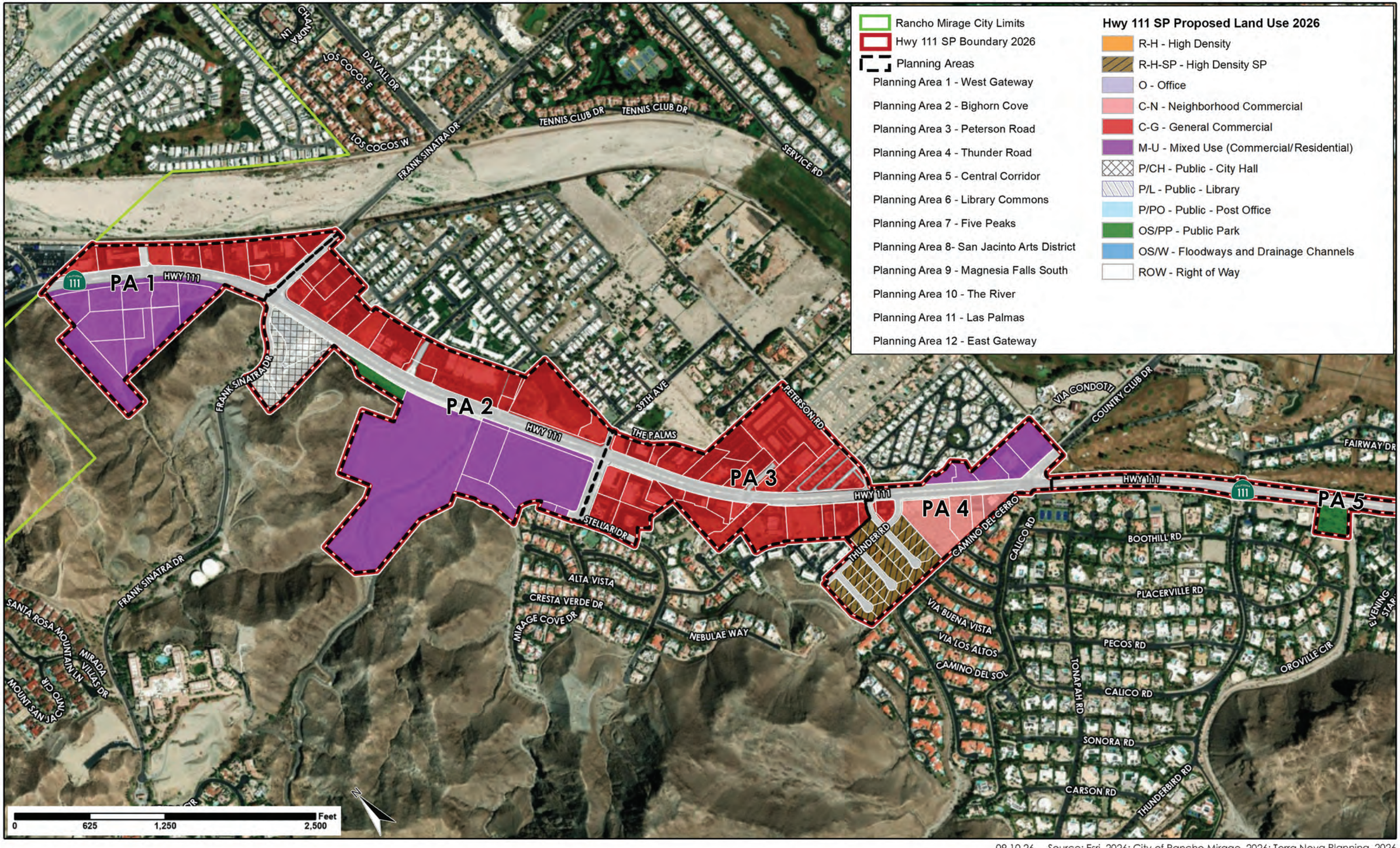
Residential Density Transfers
The Specific Plan makes provision all or some of residential units allowed in one PA to be transferred to another. If units are proposed to be transferred to another planning area, the maximum density may increase for that planning area to allow for the additional units, consistent with the underlying land use designation, but shall not exceed 28 units per acre.

Table I-2
2026 Rancho Mirage
Highway 111 Specific Plan Update

Residential Designations	Developed Parcel Acreage	Vacant Parcel Acreage	Total Parcel Acreage	Existing Units[1]	Potential Units[2]	Total Units
High Density (R-H) (Up to 9 du/ac)	25.93	0	25.93	267	0	**267**
High Density - Specific Plan (RH-SP) (16-28 du/ac)	3.67	5.03	8.7	88	141	**229**
Mixed Use (M-U) (w/residential portion @ 16-28 du/ac)	0	41.09	41.09	3	721	**724**
General Commercial (C-G PA-3 Res. Units)	31.48	0	31.48	72	0	**72**
Total Residential	**61.08**	**46.12**	**107.2**	**430**	**862**	**1,292**
Commercial Designations	**Developed Parcel Ac.**	**Vacant Parcel Ac.**	**Total Parcel Ac.**	**Existing Sq Ft[3]**	**Potential Sq Ft[4]**	**Total Sq Ft**
General Commercial (C-G)	105.03	8.57	113.60	1,140,630	130,658	**1,271,288**
Neighborhood Commercial (C-N)	16.82	4.7	21.52	187,301	61,420	**248,721**
Office (O)	24.97	4.56	29.53	76,472	69,522	**145,994**
Mixed Use (M-U)[5]	28.24	41.57	69.81	419,373	633,776	**1,053,149**
Total Commercial	**175.06**	**59.40**	**234.46**	**1,823,776**	**895,367**	**2,719,152**
Public-Institutional Designations	**Developed**	**Vacant**	**Total**			
Public – Library (P/L)	6.75	2.5	9.25			
Public – City Hall (P/CH)	6.13	0	6.13			
Public - Post Office (P/PO)	1.44	0	1.44			
Open Space - Public Park (OS/PP)	11.06	2.61	13.67			
Open Space – Floodways/Drainage (OS/W)	3.88	0	3.88			
Total Public-Institutional	**29.26**	**5.11**	**34.37**			
Total Parcel Acreage:	**265.40**	**110.63**	**376.03**			
Total Street ROW Acreage:			**96.31**			
Total Land Use Acreage[2]:			**472.34**			

1. Existing residential unit estimates are based on a combination of sources including Google Earth, ESRI and City housing data.
2. Potential residential units are based on a calculation of Vacant Acreage x Maximum Density Allowed, with the exceptions of PAs 1a, 4c, 8a, 9a where unit counts were tailored to site specific conditions.
3. Existing development is based on building square footage data from Riverside County Assessor verified with Google Earth imagery and measurements in ESRI where necessary.
4. Potential commercial development is based on maximum allowed Floor Area Ratio (FAR). (Vacant Acreage x 43,560) x the following FARs: M-U = 35%, C-G = 35%, C-N = 30%, O = 35%. This is consistent with General Plan Land Use Element Table 3 and Municipal Code Section 17.10.020.
5. M-U area is assumed to be 80% commercial land uses and 20% residential land uses.

* Acreages and Units are rounded. *Revised June 3, 2026.*



09.10.26 Source: Esri, 2026; City of Rancho Mirage, 2026; Terra Nova Planning, 2026

Exhibit I-4: Proposed Land Use Map - West

Rancho Mirage Highway 111 Specific Plan

Rancho Mirage City Limits
Hwy 111 SP Boundary 2026
Planning Areas
Planning Area 1 - West Gateway
Planning Area 2 - Bighorn Cove
Planning Area 3 - Peterson Road
Planning Area 4 - Thunder Road
Planning Area 5 - Central Corridor
Planning Area 6 - Library Commons
Planning Area 7 - Five Peaks
Planning Area 8- San Jacinto Arts District
Planning Area 9 - Magnesia Falls South
Planning Area 10 - The River
Planning Area 11 - Las Palmas
Planning Area 12 - East Gateway

Hwy 111 SP Proposed Land Use 2026
R-H - High Density
R-H-SP - High Density SP
O - Office
C-N - Neighborhood Commercial
C-G - General Commercial
M-U - Mixed Use (Commercial/Residential)
P/CH - Public - City Hall
P/L - Public - Library
P/PO - Public - Post Office
OS/PP - Public Park
OS/W - Floodways and Drainage Channels
ROW - Right of Way

PA 5
PA 6
PA 7
PA 8
PA 9
PA 10
PA 11
PA 12
HWY 111
SAHARA RD
BOB HOPE DR
RANCHO LAS PALMAS DR
AVENIDA LAS PALMAS
LA CERRA DR
SUNRISE DR
SANTA LUCIA DR
MAJORCA DR
PALMA DR
SAN JACINTO DR
LEISURE LN
INDIAN TRAIL RD
HWY RANCHO MIRAGE 111
TUNES VIEW RD
W VELDT
E VELDT
RANCHO MIRAGE LN
OCOTILLO DR
MAGNESIA FALLS DR
CALLE ENCINITAS
SAN GORGONIO RD
TUNIS RD
TANGIER RD
ESTELLITA DR
BISKRA RD
HALGAR RD
MIRAGE RD
DESERT DR
RANCHO RD
BARBARA DR
JOSHUA RD
WHITE SUN WAY
COLUMBIA DR
YALE DR
MT HOLYOKE
KAYE BALLARD LN
DESERT SUN DR
CORNELL DR
COLGATE DR
COUNTRY CLUB DR
ESPLANADE
MAGDALENA
SIERRA MADRE
SIERRA MADRE WAY
LA RONDA DR
SUNRISE DR
SAND DUNE RD
HAIG DR
MC GILL DR
PARK MIRA VISTA
VISTA DEL RIO
VARSITY CIR
RANCHO PALMERAS
COLLEGIATE CIR
UNIVERSITY CIR
IVY LEAGUE CIR
MORNINGSIDE
CYPRESS DR
CLUB VIEW DR
N THUNDERBIRD TER
E THUNDERBIRD TER
W THUNDERBIRD TER
FAIRWAY DR
PAXTON DR
SAHARA RD
SAN GORGONIO RD
MIRAGE RD
OROVILLE CIR
EVENING STAR DR
0 625 1,250 2,500 Feet
N

09.10.26 Source: Esri, 2026; City of Rancho Mirage, 2026; Terra Nova Planning, 2026

Exhibit I-5: Proposed Land Use Map - East

Rancho Mirage Highway 111 Specific Plan

2. Implementation

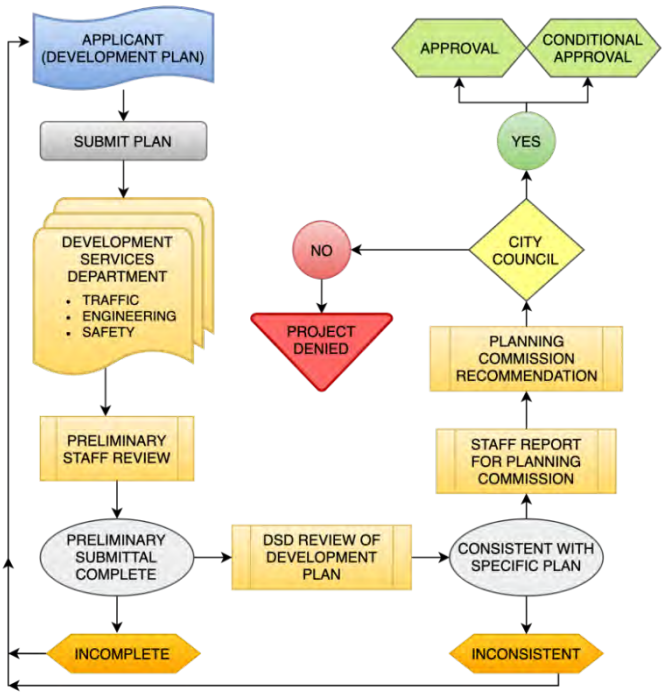
The Highway 111 Specific Plan has been adopted by ordinance. Therefore, it functions in the same way as the City Zoning Ordinance. It also assigns land use designations based upon those adopted in the City General Plan but with special provisions that are only applicable in the Specific Plan planning area. The Specific Plan includes development standards and requirements that differ to some extent from the Zoning Ordinance and except in those instances, the City Zoning Ordinance continues to apply. Also affecting Specific Plan implementation are the general and area-specific development guidelines, substantial conformance with which is also required. The appropriate type of development plan application, including Preliminary Development Plans (PDPs), Conditional Use Permits (CUPs), subdivision maps, and development agreements are also described in this document.

2.a. Application Procedures

The Specific Plan is a tool and guide for development in the Highway 111 corridor. It is intended to clarify and simplify public and private development plans and streamline the design and environmental review process. Applicants that familiarize themselves with the Development Standards and Design will assist in early feasibility assessments. This will also help ensure consistency with the Specific Plan and proposed development before substantial monies are spent or invested and will generally facilitate project processing. Therefore, early review of this Specific Plan and consultation with City planning staff is strongly advised.

Determination of Consistency

An essential early step in the project application process is the determination of whether the proposed project is consistent with the Highway 111 Specific Plan. Applicants are encouraged to consult with city planning staff to discuss any consistency issues and how they may be resolved.



As a part of the project review process, the applicant shall prepare and submit development plans, including site development plans, architectural renderings, drawings and illustrations, reports and other detailed information as required herein, to the city staff for review and comment. Applicants are encouraged to submit preliminary plans for review and comment by the Development Services Department prior to the preparation of a development application package. Comment from other City Departments and service agencies shall be sought by the staff prior to preparing a recommendation of the finalized development plan.

Upon determination that the development plan complies with the provisions of the Specific Plan, the staff shall initiate the environmental review process (see below). Once the environmental review is completed, staff will prepare a staff report with recommendations which shall be submitted along with the development plan to the Planning Commission at the earliest possible regular meeting. The Planning Commission shall recommend to City Council the approval, denial or conditional approval of the development plan.

Requirements for Development Plan Submittals

A development plan shall consist of plans, drawings, illustrations, designs, reports and other detailed information as required by staff to determine compliance with the provision of the Specific Plan and responsiveness to design guidelines. The following list of plans and information is required:

1. All applicable tentative tract maps or tentative parcel maps.
2. A legal and physical description of the site, including boundaries, easements, existing topography, natural features, existing buildings, structures and utilities.
3. Location, grades, widths and types of improvements proposed for all streets.
4. A development plan showing location of all structures, landscape and hardscape areas, parking areas, walks, internal circulation, access, adjacent streets, sign type and placement and fence-wall type and placement.
5. Description of the extent to which Specific Plan Design Guidelines have been used in the plan.
6. A tabulation of square footage, area devoted to signage, parking, landscape coverage, building heights and number of residential units.
7. Such other items as may be required by the City to ensure an adequate project description and depiction.

Mandatory Findings for Development Plan Approval
The City Council shall make the following written findings before approving or conditionally approving any development plan within the Highway 111 Specific Plan planning area:

1. The proposed project is compatible with the Specific Plan.
2. The plan will not have an adverse impact on the public health, safety, interest, convenience or general welfare.
3. The development plan is compatible with the purpose and intent of the Highway 111 Design Guidelines. A determination of compatibility should address the following in writing: technical development standards, all statements of purpose, and intent goal and objective statements.

I. CEQA Compliance & Streamlining

As noted, the City has identified the preparation of this Specific Plan as a "project" under the California Environmental Quality Act (CEQA) and, in compliance with CEQA, has prepared an Initial Study. Based on the Initial Study, it was determined that the Specific Plan has a potential to significantly impact the environment and that an EIR should be prepared. Therefore, the City circulated a Notice of Preparation (NOP) of an EIR to all responsible and trustee agencies, as well as utilities and service district, and other parties of interest. All comments received in response to the NOP were considered and were incorporated into the Highway 111 Specific Plan EIR.

The EIR was circulated to all responsible and trustee agencies, and all other interested parties for a period of 45 days; comments received in response to the EIR were considered in the Response to Comments (Final EIR) prepared for the Planning Commission and the City Council. The City Council considered and took action certificating the Final EIR. The certified EIR (Final EIR) and approved PDP together constitute mitigation for any potential impacts identified during the CEQA review process.

CEQA Streamlining
The potential environmental effects of this Specific Plan were analyzed on a program level in the certified project EIR and in compliance the California Environmental Quality Act. However, the Specific Plan EIR provides sufficient detail in some areas of analysis that may allow no or minimal additional analysis of certain project-specific impacts as the Specific Plan is implemented. Areas of potential significant streamlining include air quality, greenhouse gas, traffic and possibly other areas of environmental concern. Compliance with the Specific Plan and its EIR will enhance CEQA streamlining.

J. Amending the Specific Plan

Minor revisions to the Specific Plan shall be approved by the Director of Development Services. A major amendment to the Specific Plan will require review and approval by the Planning Commission and City Council. Such major amendments are governed by Chapter 17.54 of the Rancho Mirage Municipal Code and California Government Code, Section 65500, which requires an application and fee submitted to the Development Services Department stating in detail the reasons for the proposed amendment.

CITY OF RANCHO MIRAGE

HIGHWAY 111 SPECIFIC PLAN



II. SITE PLANNING PRINCIPLES

A. Introduction

After land use designations, site development has the most important and even profound effect on surrounding lands and the community. One of the most critical aspects of project design is the distribution of buildings and other structures, parking, driveways and landscape areas; these establish the relationships to the street and surrounding lands.

An analysis of the development site is the first and most important step to understanding the constraints and opportunities offered by the site. In addition to compatibility with surrounding lands, roadway access and infrastructure, site analysis and efficient development planning can help limit grading, can optimize lot and building orientation, and provide a site and structures that fully exploit the opportunities and minimizes the constraints of the site. It is encouraged that applicants meet and confer with City staff early before initiating site planning and design. Major design components that should be reviewed include site access, slope and drainage, surrounding development and planned uses, and other considerations.



The design and distribution of new structures should be compatible with other buildings in the vicinity, complementing and preserving and enhancing design qualities of the built environment and preserving viewsheds. New structures can provide building presence without dominating other buildings, the streetscape or the scenic viewshed. Relationships should be sought that set a standard that rejuvenates the neighborhood, giving it greater influence in establishing future design criteria for and unique to the neighborhood.

B. Site Planning Goals and Objectives

The goals of effective site planning are a direct extension of the development and economic and operational goals of the proposed development. Generally, these goals are inextricably tied to the establishment and maintenance of an integrated mix of land uses and development that complement and support one another. This includes the effect development has on surrounding lands, and especially how it connects internally with the roadway system. Effective plans show how buildings, roads, sidewalks and paths/trails, parking, drainage facilities, sanitary sewer lines, water lines, lighting, and landscaping elements work together. The purpose of the Specific Plan site planning objectives include the following:

A. Development projects that preserve and enhance design qualities of the built and natural environment with minimized pad elevations, structure heights and massing, and that otherwise comply with all applicable Specific Plan and other City design standards, all while protecting scenic viewsheds.

B. Site planning that takes into consideration potential noise generation and addresses potential conflicts through building or use location, use of noise attenuation buffers and other means of mitigation.

C. A well distributed and oriented group of buildings and other structures that do not overcrowd the site or adjoining property lines.

D. Street and access design that is safe and efficient.

C. Site Planning Principles

The principles of site planning are primarily functional and values based. They ensure that the basic goals and objectives of the Specific Plan and the City's General Plan are realized in the built environment. The following principles are general in nature and are followed by those that are most specific to commercial, office, residential and institutional uses.

General Site Planning Principles

A. Structures should be sited in a manner that will complement the adjacent structures. Sites should be developed in a coordinated manner to provide order and diversity.

B. Whenever possible, new structures should be clustered. This creates plazas or pedestrian malls and prevents long "barracks-like" rows of structures. When clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis, or other open structure.

C. Locate structures and on-site circulation systems in a manner that minimizes pedestrian/vehicle conflicts. Link structures to the public sidewalk where possible with textured paving, landscaping, and trellises.

D. Recognize the importance of spaces between structures as "outdoor rooms" on the site. Outdoor spaces should have clear, recognizable shapes that reflect careful planning and are not simply "left over" areas between structures. Such spaces should provide pedestrian amenities such as shade, benches, fountains, etc.

E. Freestanding, singular commercial structures should be oriented with their major entry toward the street where access is provided, as well as having their major facade parallel to the street.

F. Loading facilities should not be located at the front of structures where it is difficult to adequately screen them from view. Such facilities are more appropriate at the rear of the site where special screening may not be required.

G. Open space areas should be clustered into larger, predominant landscape areas rather than equally distributing them into areas of low impact such as at building peripheries, behind a structure or areas of little impact to the public view, where they are not required as land use buffer or as a required yard setback.

H. Ingress and egress should be designed with consideration to possible conflicts with street traffic, pedestrian and vehicular conflicts, on-site circulation and service vehicle zones, and the overall configuration and appearance of the parking area.

I. Separate vehicular and pedestrian circulation systems should be provided. Pedestrian linkages between uses in commercial developments should be emphasized, including distinct pedestrian access from parking areas in large commercial developments, such as shopping centers.

Parking Design Principles

Parking access, internal circulation and parking lot layout are essential elements of good site planning. The following principles provide direction on parking lot planning and design.



A. Parking aisles should be separated from vehicle circulation routes whenever possible.

B. Common or consolidated driveways which provide vehicular access to more than one development site are encouraged.

C. Parking areas shall be landscaped and provide shade (trees, structures), with interior as well as perimeter treatment in accordance with the requirements of this Specific Plan and/or the City Zoning Ordinance.

D. Parking areas should be separated from structures by either a raised concrete walkway or landscaped strip. Situations where parking spaces directly abut the structures should be avoided.

E. Shared parking between adjacent businesses and/or developments is highly encouraged whenever practical.

F. Where parking areas are connected, interior circulation should allow for a similar direction of travel and parking bays in all areas to reduce conflict at points of connection.

G. Whenever possible, locate site entries on side streets in order to minimize pedestrian/vehicular conflicts. When this is not possible, design the front entry with adequate stacking distance and appropriately patterned concrete or pavers to differentiate it from the sidewalks.

H. Parking access points, whether located on front or side streets should be located as far as possible from street intersections so that adequate stacking room is provided. The number of access points should be limited to the maximum necessary to provide safe and adequate ingress and egress and circulation.

Visual Screening and buffering.

This discussion provides guidance for the screening, buffering, and separation of adjoining land uses.

A. Screening Between Different Land Uses. Along common property lines adjoining residential lands a six-foot high solid decorative wall with a stucco or equivalent finish should be constructed. The wall should be architecturally treated on both sides, subject to the approval of the Director. The wall separating the nonresidential use from adjoining residential lands may exceed six feet, up to a maximum of eight feet in height for increased screening, as measured from the finished grade of the affected residential property, if all of the following requirements are met:

1. Walls exceeding six feet in height are subject to approval or modification of a development plan permit;
2. Increased wall heights may be allowed where additional height is necessary to protect the privacy of residents from intrusive elements of adjacent nonresidential development;
3. Increased wall heights shall be allowed only in locations where existing or future residents' mountain views would not be adversely impacted; and
4. Walls up to eight (8) feet in height may be installed with approval of a Minor Modification Permit application, when the wall is located on a boundary separating residential and commercial uses and only if all structural requirements are met as determined by the city building official.





Waste/Recyclables Management
The locations of on-site solid waste and recycling receptacles are also an important element of site planning and parking lot design. These facilities also serve to separate recyclable materials, including glass, metals, paper, and plastic which are intended for reuse, remanufacture, or reconstitution for the purpose of using the altered form. Recyclable material does not include refuse or hazardous waste or hazardous waste materials. Solid waste is the remaining discarded material.

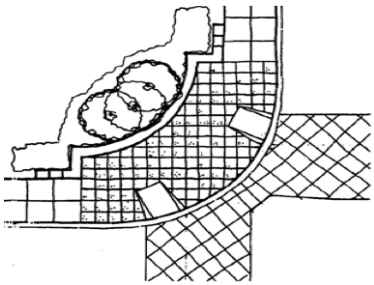
Undergrounding of Utilities.
Utilities shall be placed underground in compliance with the Rancho Mirage Municipal Code (RMMC). In the event an above-ground electrical transformer or other above ground utility cabinets are located outdoors on any site, it should be screened from public view with a solid wall and/or landscaping and not located in any sidewalk area. If it cannot be screened to the satisfaction of the Director of Development Services, it shall be located in an underground vault. The applicable review authority may waive any portion of this section if topographical, soil, or similar physical conditions make the undergrounding unreasonable or impractical.

1. Commercial Site Planning

Site planning for commercial developments is increasingly incorporating pedestrian-oriented environments. Traditional vehicle-dominated layouts characterized by large expanses of parking between the street and buildings are being replaced with designs that emphasize walkability, street presence, and an enhanced public realm.

A. Buildings should generally be oriented parallel to streets. Exceptions may occur for wider setbacks from the street if a compatible use is proposed (for example, outdoor dining or pedestrian rest area) or to maintain continuity with landscaped areas on adjacent properties.

B. The building orientation should respond to the users. Buildings should respond to the pedestrian or vehicular nature of the street. Buildings with high pedestrian use should face and be directly accessible from the sidewalk. Buildings in centers with a more intimate character and more auto accessible than pedestrian accessible should be oriented to major on-site open space and streetscape elements provided for pedestrian use instead of off large parking lots located between the building.



C. Parking areas on adjoining parcels should be connected to allow continuous vehicle and pedestrian access. Pedestrian linkages between parcels should be located separately from vehicle connections where possible and clearly differentiated from vehicle ways in all cases.



D. Scenic views and any natural features surrounding the site should be considered early during the conceptual design stage of a project.

E. Corner buildings should be anchored by rich nodal treatment and have a strong tie to the setback lines of each street. The primary mass of the building should not be placed at an angle to the corner. This does not preclude angled building corners, or an open plaza at a corner.

F. Multiple buildings in a single project should be designed to create a visual and functional relationship with one another. Whenever possible, multiple buildings should be clustered to achieve a "village" scale with plazas and pedestrian areas. When clustering is impractical, a visual link should be established between buildings. This link can be accomplished through the use of an arcade system, trellis, colonnade, landscaping and trees, or enhanced paving.



G. The location of open space areas should be accessible from the majority of structures and should be oriented to take advantage of sun or shade, and offer wind protection, as appropriate.

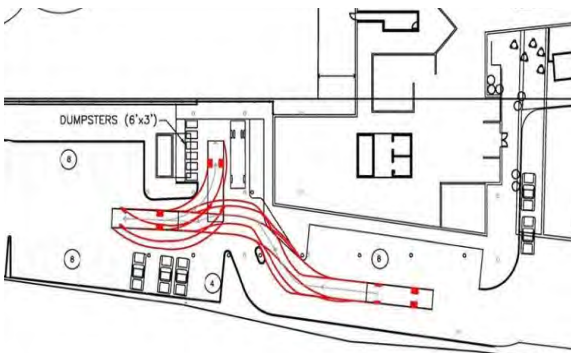
H. The visual impact of parking lots should be minimized by locating these facilities to a portion of the site least visible from the street and by providing adequate screening and parking lot landscaping.

I. Projects should connect the on-site pedestrian circulation system to the off-site public sidewalk at least once in each 200 linear feet of sidewalk adjacent to project.

J. Parking areas should be connected to building entrances by means of enhanced (patterned or stamped) paving.

K. ADA-compliant access should be provided into the property from the nearest point of public transit.

L. Loading facilities should be visually and acoustically screened from street and off-site views to the maximum extent feasible and should be architecturally integrated with the design of the building. Special attention must be given when designing loading facilities in a rear location adjacent to residential uses. Block walls, enhanced building setbacks with landscaping, and careful attention to the location and shielding of lighting can help minimize adverse impacts to residents. It is sometimes preferable to require that tenant spaces within a commercial project receive and ship products through the “front door,” rather than subject adjacent residential uses to the noise and nighttime glare associated with actual loading facilities.



2. Office/Professional Site Planning

Professional office space, including those serving legal, insurance, medical, design and business services, are scattered across much of the Highway 111 corridor. While some of this space occurs within mixed use developments that include retail services, such as Las Palmas Shopping Center, most are located within standalone office development such as One Hawkeye Place, One Mirage Place and others. The greatest potential for additional office space development is within designated mixed-use areas; however, buildout of some lands may be limited to additional standalone office space by virtue of land use designations or practical limitations such as the PA-9 planning area.

3. Multi-Family Residential Site Planning

The Highway 111 Specific Plan makes provision for a substantial number of multi-family housing units, primarily within mixed-use development projects. However, PA-4a Thunder Road subarea provides an important opportunity to buildout lands already partially developed with multi-family units compatible with surrounding development. The following site planning guidelines are meant to ensure that the development and possibly redevelopment of these multi-family lands yields quality and diversity to the City's housing stock.



A. Development proponents should be encouraged to acquire and aggregate multiple lots.

B. Second and third stories shall provide living space and circulation corridors.

C. Slopes along PA-4a streets and developable lots should be used to lower pad elevations of under-structure parking and thereby reduce the overall height of the building.

D. New and redeveloped multi-family projects should apply well-grounded architectural styles and site planning that provides integrated distribution of building units on optimized development sites.

E. Site planning should take into account seasonal exposures to wind and sun realizing that summer insolation can limit summer open space use and increase cooling costs.



F. Project entries should be of an appropriate scale, have street visibility and orientation, and include inviting landscape and hardscape treatments that create a an easily identifiable and inviting entry.

G. Parking access drives should be located a sufficient distance from intersections to minimize conflicting traffic patterns and to assure adequate lines-of-sight distances.



H. To the greatest extent practicable, site plans should provide useable common and private open space, including recreational amenities such as pools, spas, gazebos and gardens.

I. Refuse storage, transfer, and disposal facilities must be enclosed within minimum six-foot-high concrete block containments, must be architecturally related to other structures on the site, softened with landscaping and conveniently accessible for trash collection and maintenance.



J. Care shall be taken in the siting of recreational amenities ensuring they are conveniently located for the majority of units. Children's play areas, where provided, should be visible from the units.

K. Site planning should integrate principles of "defensible space" into the overall plan, optimizing security for residents and visitors, while focusing on the creation of an enjoyable residential environment. Parking areas and entries shall be well lighted.

4. Mixed-Use Site Planning

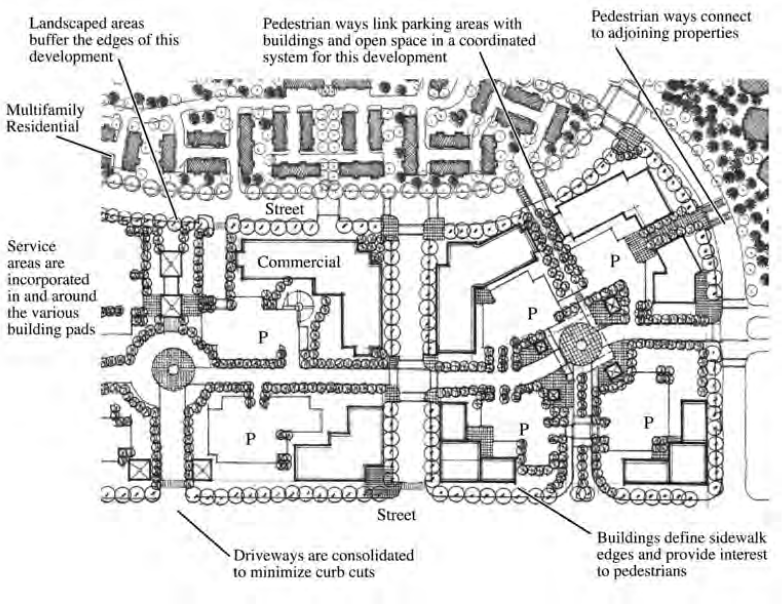


Mixed-use development offers developers and end-users many advantages to separate and disbursed development types. Site planning challenges include concurrent integration (and effective separation) that provides convenient access to commercial and related services but minimizes conflicts between types of land uses. Mixed-use development can also yield a wide range of sustainability benefits, including reducing automobile trips and vehicle miles traveled. It can also enhance retail and other commercial businesses by providing a local market for goods and services.

Mixed-use can also reduce the overall amount of parking needed to adequately serve the entire development. A synergistic mix of uses can provide commercial retail and other service that may have a typical daytime peak activity period, but which can tap into a substantial pedestrian market of nearby residents and office and business employees that take advantage of these commercial services before, during or at the end of the workday. A conservative parking space reduction of about 25 percent can significantly affect the quality, appeal and amenities of these projects.

Similarly, to create a well-connected pedestrian environment, internal streets should not be simply driveways that connect adjacent developments or buildings within a development. They should be designed as streets that function equally well for pedestrians, bikes, golf carts as well as cars. The following guidelines should be applied to the planning of mixed-use developments within the Highway 111 corridor.

A. In mixed use projects, the entry must be a street with sidewalks and that is lined and activated with stores to animate the environment for both cars and people.



B. Parking courts and facilities should be located to serve multiple and complimentary uses.

C. Internal streets can be narrowed if they meet the Public Works Department and Fire Department standards, ensuring traffic calming, enhanced buffering through additional landscaping, and improved pedestrian safety. Minimum internal street widths shall be 24 feet.

D. Two levels of connectivity should emerge from the design; one oriented to the public street and one that is an "internal" network of connectivity.

E. Pedestrian travel paths should be safe, pleasant, convenient, connected and interesting. For every pedestrian –resident, visitor, bus rider, worker, shopper – the experience of the public realm is an essential element of a successful mixed-use community.

F. Implement a pattern of street trees, enhanced paving, lighting and monuments (fountains, art) that clearly show a community that cares about its image. The effects of these patterns will improve the experience for bicyclists and pedestrians, alike.

G. Locate and orient residences away from heavily traveled streets and other noise sources but with easy non-motorized access to commercial and other services.

H. Include paseos, plazas, pizzettas, and outdoor rooms, and require sidewalks and buildings to accommodate the "build-to" line. The successful outdoor pedestrian space should provide the following:

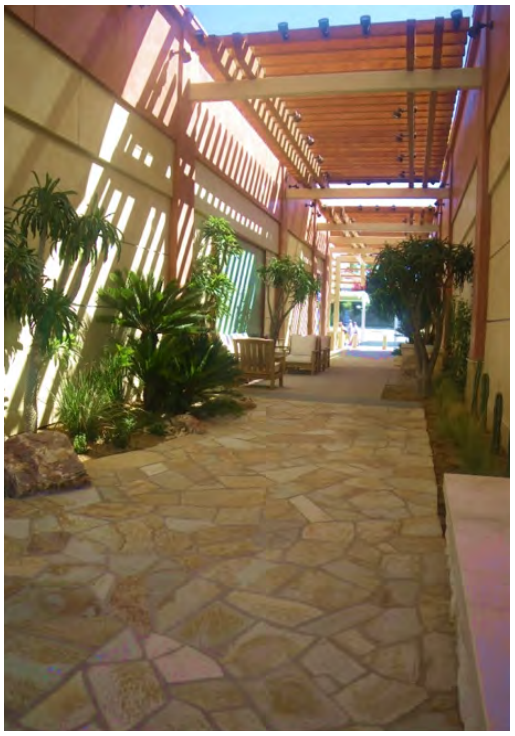
- Protection from cars (noise and hazards)
- Shade from trees, awnings, and arbors
- Partial enclosure by walls and overhead elements
- Views of street activities; plazas are part of the street scene, not isolated from "the action"
- Connection to stores, parking and the sidewalk















CITY OF RANCHO MIRAGE

HIGHWAY 111 SPECIFIC PLAN

III. SUSTAINABLE DESIGN PRINCIPLES

A. Introduction and Sustainability Objectives

"Sustainable development is the development that meets the needs of the present without compromising the ability of future generations to meet their own needs."
.....Gro Harlem Brundtland

Sustainable design is a comprehensive approach that extends beyond enhancing land use, energy efficiency, and transportation systems while minimizing environmental impact. It must also enrich the social and cultural experiences of residents and visitors by fostering values that future generations will embrace. For sustainability to be truly effective, it is essential to balance the various costs associated with each feature, including initial investment, long-term life cycle costs, and ongoing maintenance and operational expenses. Achieving this balance ensures that sustainability remains both practical and enduring, integrating environmental responsibility with economic feasibility and community well-being.

Corridor and neighborhood scale planning allows existing and future development and infrastructure to be designed to sustainability principles. Excellent examples of how they can be applied include Leadership in Energy and Environmental Design (LEED) developed by the US Green Building Council to guide sustainable land development. LEED and similar programs all share elements of sustainability, including thoughtfully integrated and integrating land use planning, efficient and diverse transportation networks, energy efficient building and landscape design, on-site energy production, water management and other elements of land development.

The Highway 111 corridor provides an excellent opportunity to showcase the benefits of sustainable design concepts and practices that have already been adopted on a wider scale. The Specific Plan further promotes mixed-use development where people can live, work and shop without relying on a car or with minimal travel distances.

In addition to encouraging a synergistic mix of land uses, existing and future corridor development can deploy energy efficient designs and construction and materials. The use of passive and active solar design can yield cost-effective management of building heating and cooling systems, while lowering the overall use of energy. In summary, the myriad benefits from sustainable design and energy efficiency include lower utility bills for homes and businesses, better local and regional air quality, less traffic and more convenient and flexible mobility, and a safer, more economically resilient community.



In addition to this Specific Plan, other valuable sustainability resources include the City's 2013 Sustainability Plan, and the 2012 Green for Life Green Building Program.

Smart Growth
A term that comes from the sustainable development movement, "Smart Growth" is a comprehensive community planning approach that supports land preservation and natural resource conservation, reduced energy consumption, walkable and bikeable neighborhoods, a thoughtful mix and distribution of housing, retail, and employment opportunities and locations, and other development strategies that enhance connectivity and reduce environmental impacts.

"Green building" refers to the use of materials and techniques to build energy-efficient buildings and infrastructure. It is an important component of smart growth that can conserve natural resources, provide healthy indoor air quality, improve energy and water efficiency, and reduce utility and maintenance costs. Most importantly, sustainable development ensures that the quality of life in Rancho Mirage is assured for future generations.

Highway 111 Sustainability Principles
As with the concept of sustainability itself, the Highway 111 Specific Plan and the City General Plan espouse and strongly encourage sustainability in all aspects of urban design and living. The principles of the Sustainability section of the Specific Plan include but are not necessarily limited to the following:

A. Reduction and eventual elimination of greenhouse gas (GHG) emissions in association with urban land uses, transportation and other current and potential future sources of GHGs.

B. Reduction in material resource consumption (construction materials, water, energy, fuel) across all sectors of land use along the Highway 111 corridor.

C. Ensuring the long-term protection of habitat & biological resources within and in areas of influence of urban development.

D. Improved and strengthened resilience to natural hazards and environmental conditions, including seismic events, flooding and extreme weather.

E. Land use patterns, transportation networks, energy systems and other technical and design solutions that improve air quality.

F. A diversity of commercial and residential neighborhoods that increasingly are more energy self-sufficient and resilient to climate change and interrupted utility service.

G. A highly complementary mix of commercial, office, residential and institutional uses that include and are supportive of small business enterprises.

H. Workforce and other multi-family housing in proximity to employment centers and efficient bus transportation.

I. Thoughtfully designed and sourced public and private infrastructure that reduces maintenance and operating costs.

J. A corridor development pattern that enhances community access and equity, as well as improved community health and social cohesion.

B. Synergist Land Use Planning

Diverse and compact development will further activate and enrich the Highway 111 corridor by bringing together essential components of our daily lives – home, work, shopping, services and social. Compact and dense development common in small downtowns decades ago can also thrive today and enliven the corridor's existing and future urban villages. Diverse, well-integrated and designed land uses complement each other in terms of demands for parking and other infrastructure, and serve one another, such as offices and restaurants, multi-family residential and nearby (and walkable) access to stores/commercial centers, and plazas adjacent to hotels, shopping, dining, and recreation.



The density and intensity of uses reverses the pattern of isolated, single-purpose buildings and designs toward an integrated and synergistic mix of activities. This principle includes mixed and related uses that are destinations in themselves and connected by public sidewalks and intra-development connecting paseos. To accommodate diverse and intense activity, land use regulations are made more permissive in terms of uses, and more selective in requiring discretionary permits.

Flexibility, diversity and varying scale make more dense development desirable to residents, business and visitors. Neighborhood components should be developed as a fine-grain mixture of housing types (studios, one- and two-bedroom units) and nearby commercial services. Typical neighborhood services include coffee shops, small office/postal services, service retail stores, beauty salons, a greengrocer, specialty wine/beer store, and personal business services that have not yet been invented.



Finally, synergistic land use planning serves to enrich the cultural and social experience of its residents and visitors. Along the Highway 111 corridor, the synergistic approach enhances value and quality of life within a compact and diverse urban environment that integrates commerce and social exchange. The public realm in mixed-use and neighborhood development is the stage setting for a rich public social life.

C. Connectivity & Transportation



According to the Federal Highway Administration (FHWA) National Household Travel Surveys, on average, 25% of vehicle trips are between home and work, while most of the other 75% are short trips—running errands, picking up the kids and other local trips. Therefore, the Specific Plan attempts to address this greater need and market preference for proximity to goods, services and other destinations. The Specific Plan helps address this through an emphasis on multi-modal accessibility from homes to schools and parks, shops and business centers. This proximity of complementary land uses and good multi-modal access allows more people to walk, bike or use golf carts through the local hierarchy of streets. In addition to enhancing mobility and business activity, multi-modal pathways have health and economic benefits by providing exercise and recreational opportunities and alternative access with less additional parking and traffic congestion. In addition, alternative modes of travel have a direct positive impact in increased property values and tourism and associated retail business.

While opportunities for greater pedestrian, bike and golf carts access along the Highway 111 corridor are limited, one of the strongest and most responsive to planned increases in corridor land use and intensity is bus transit. As discussed and illustrated in Section VII of this Plan, the corridor is already well-served with existing and planned for future bus stops. In addition, the concept of a dedicated corridor loop could further enhance the use of bus transit.

D. Sustainable Site Planning and Design



Site planning and building orientation are essential to managing solar gain, providing seasonal shading and taking advantage of natural air flows. The path of the sun through the sky varies with the seasons and at the Coachella Valley's latitude the summer rising and setting of the sun in the northeast and northwest, respectively, must be thoughtfully considered. The range of solar angles of the site should be considered before calculating the potential solar heat gain and shading requirements for a building design.

Also important from an aesthetic, economic and ecological perspective, site planning and design should seek to minimize the disturbance of existing landforms and features while taking advantage of natural ground slopes and the microclimate of the site. Site development and construction should minimize disruption of natural drainage patterns of the site and adjacent properties. Other design principles to consider include:

- When modifying landforms, include provisions for the drainage of surface water and protection of groundwater.
- Attempt to equalize or balance the amount of cut and fill required for construction of foundations and site development.
- Avoid building on or too close to steep slopes; most are subject to erosion, rockfalls or slides.
- Bighorn sheep and other wildlife habitats will require protection and avoidance of development impacts[1].
- Pay particular attention to building setbacks and other restrictions on sites located in or near a drainage or flood control facility.
- Avoid terracing or stepping a structure along a slope if it requires excessive excavation and the use of retaining walls and/or bench terracing.
- Consider feasibility and/or cost-effectiveness of cutting into a slope or locating a building partially underground, which moderates temperature extremes and minimizes exposure to wind, and heat gain.

E. Sustainable Building Design

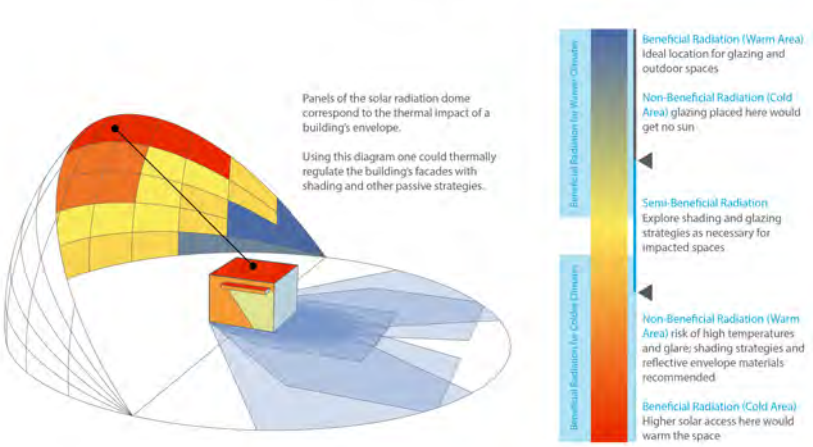
Over its lifecycle most of a building's energy consumption is not in materials or construction; rather, most energy consumption is in the operational processes of heating, cooling, and lighting of buildings. Therefore, to reduce energy consumption and GHG emissions generated by the use and maintenance of buildings over their life span, it is necessary to properly design, site, and shape buildings and incorporate natural heating, cooling, ventilation, and daylighting strategies, as briefly discussed above.

There are two approaches to reducing a building's energy consumption and associated GHG emissions. The passive design approach works with the climate in specifying performance parameters, siting and orienting the building to reduce its overall energy requirements. The active approach uses technology to increase the building's (or site's) capture, use and storage of energy from renewable sources such as wind and solar that are available locally and in abundance.

Sustainable building design, construction and performance can play a crucial role in promoting the long-term economic, environmental and social sustainability of the Highway 111 corridor. A variety of building design principles are available to increase comfort, bring health benefits, and lower construction and operational costs from material and energy consumption. See Section VI: Plan-Wide Design Guidelines and the City's Green for Life program guide for more information on sustainable building design specific to the Coachella Valley.

[1] See Coachella Valley Multiple Species Habitat Conservation Plan/Land Use Adjacency Guidelines.

Energy use and efficiency is a key theme in sustainable building design. The design phase can contribute to energy efficiency through various ways such as prescribing a good building envelope with quality materials and appropriate technology, choosing energy efficient HVAC, appliances (e.g. LED lighting), and maximizing solar energy access and options (both passive and active solar energy).



F. Sustainable Landscape Design



Landscaping within urban areas provides visual and spatial relief that is essential to a high quality of life. Urban landscapes should be designed to complement buildings and other aspects of the built environment. The challenges of the desert require an approach that is responsive to varying seasonal conditions, while still providing the many important functional values we count on in quality design. As noted above, the landscape can help to moderate solar gain in the summer and daylighting year-around. Sustainable landscape design can further these 'expected' benefits while conserving valuable resources including energy and water as well as labor and costs.

Sustainable landscaping utilizes creative and thoughtful designs by using desert-oriented, drought-tolerant, and habitat enhancing plants. The landscape palette should incorporate drought-tolerant deciduous, semi-deciduous and evergreen trees in proximity to structures to provide shade during the hottest months and retain expansive mountain views during much of the year.

Non-functional turf areas should be avoided, whereas organic and inorganic groundcovers are recommended where feasible in place of asphalt or concrete to reduce ambient air temperature. Living walls planted with vines and shrubs can also provide additional cooling and shading. Irrigation systems are to include moisture detectors and evapotranspiration (ET) controllers to ensure that water application is based on measured ET rates. See Section VI: Plan-Wide Design Guidelines for more information on sustainable landscape design.

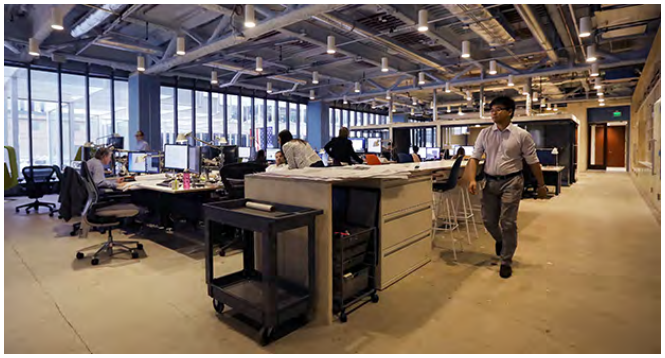




Sustainable Lighting Design and Fixtures

In the context of development lighting, and beyond adequate levels of illumination, two primary sustainability goals are to minimize the adverse environmental effects of poorly designed and applied lighting, and to reduce the immediate and long-term costs of fixtures and power consumption.

Light pollution from bright lighting and glare negatively affects surrounding properties (including homes), public spaces, and natural areas. Light pollution disturbs nearby wildlife movement and life cycles, decreases a neighborhood's livability and quality of life, and limits views of the night sky. Important strategies for reducing light pollution include directing and shielding light fixtures, selecting lower frequency and intensity light, using more frequently spaced, lower intensity fixtures instead of fewer very bright lights. Another basic strategy is for non-essential lighting to automatically turn off when not needed.



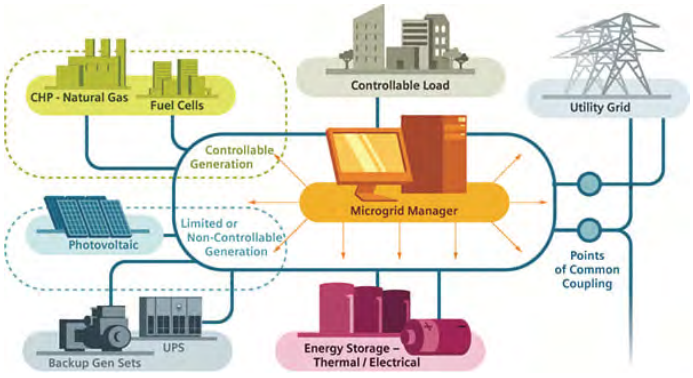
The landscape and lighting guidelines set forth in Section VI are a good starting point for lighting planning and design for both indoor and outdoor applications. One of the most simple and cost-effective design approaches is to not prescribe more lighting than is really needed. While the impulse may be to illuminate an entire façade and even the nearby hillsides, this detracts from the ambience and environment desired along the corridor.



Daylighting Vs. Fixtures

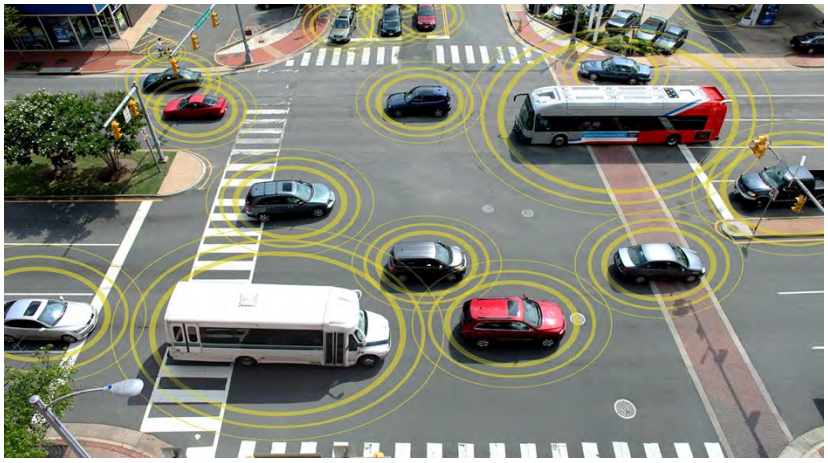
In the desert an essential design goal is to limit the amount of sunlight that directly shines into a building as a primary way of reducing solar gain. However, there are a variety of architectural design approaches that can maximize the use of natural light for interior spaces without undue solar gain. The sun provides about 6,000 foot-candles of natural light. Development design only needs to harvest about 10% of this for sufficient daylighting; artificial illumination should be unnecessary or greatly reduced during daytime hours. Shading the summer sun with its high sun angles is essential, but the winter sun's low angles can penetrate into courtyards and occupied spaces to provide warmth and daylight.

G. Technology: Planning for the Future

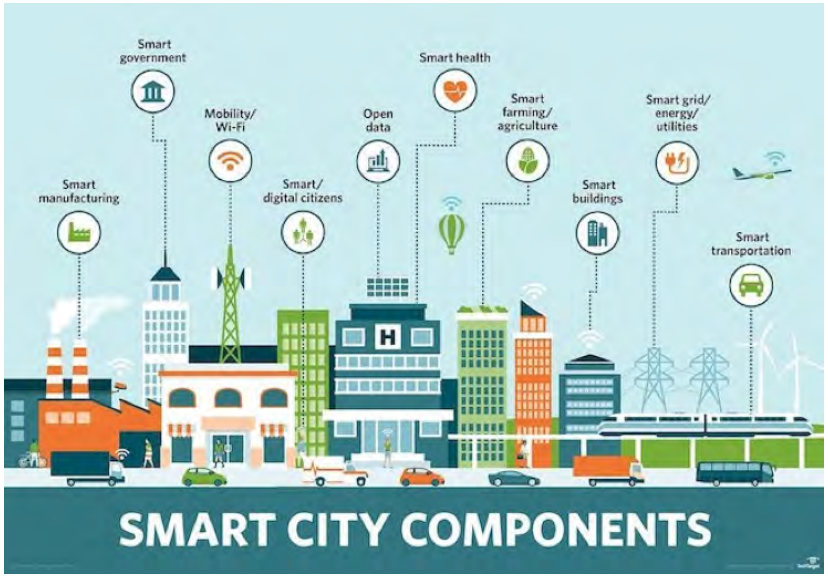


The future of the Highway 111 corridor includes new and emerging technology and tools that can boost the economy and improve environmental quality. Proven effective and feasible in advancing energy efficiency and resilience, a community microgrid is a coordinated local electric power grid area served by distribution substation(s) and supported by sources of local renewables (solar, geothermal), distributed energy management and energy storage and demand response. Microgrids can provide indefinite, renewables-driven backup power for prioritized loads in a disaster event including an earthquake, while stimulating business and local development with affordable energy costs.

Application of next-generation tele-communications and data networks will not only advance communication, but also more traditional sectors like traffic control. For instance, emerging technology will enable an intelligent traffic signal control system that uses radar and cameras to respond to changing traffic conditions in real time, thus reducing stopping/idling time at intersections, enhancing traffic flow, and cutting pollution and emissions. While the Highway 111 corridor is not yet ready for autonomous vehicles and other tech-driven systems, when they arrive they will increase travel safety, efficiency, and roadway capacity.



As the speed of development and deployment increases, advanced tech is going to enable other activities and functions along the corridor. These include wide-spread monitoring of next-generation communications technology and other systems, monitoring traffic conditions and ambient air quality, smart cameras, wearable devices, mobile alerts, autonomous drones and smart transportation.



These smart city technologies help to not only make our physical infrastructure more efficient, they also enhance the productivity and happiness of residents, business owners and visitors. In addition to the technology, smart cities also focus on and enable human capabilities such as creativity, learning, culture and knowledge.

CITY OF RANCHO MIRAGE

HIGHWAY 111 SPECIFIC PLAN

IV. PLANNING AREAS OBJECTIVES, GUIDELINES AND CONCEPTS

A. Introduction

"Some people think design means how it looks. But of course, if you dig deeper, it's really how it works."
Steve Jobs

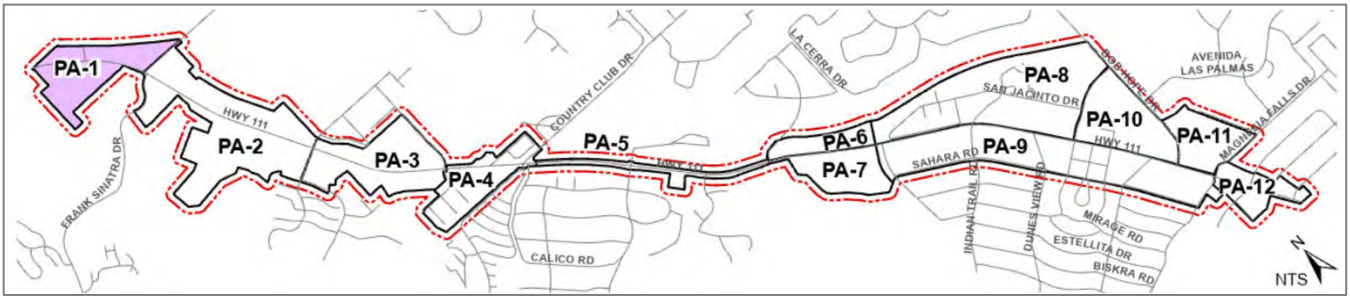
This section of the Highway 111 Specific Plan addresses individual planning areas (PAs) and sub-areas, including those that warrant special consideration and treatment. These range from the interface areas between the Bighorn Cove (PA-2a) and the adjoining neighborhoods to specific planning and design recommendations for remaining development sites, and modified design standards and guidelines. For each, the existing conditions are briefly described, planning area and design/development issues are identified, and design concepts and development guidelines that can serve as possible solutions are presented. In a few instances, guidelines are proscriptive and are therefore closer akin to standards rather than guidelines. Where applicable, responsible parties and a suggested schedule are identified.

The Highway 111 corridor is divided into twelve (12) individual planning areas that are designated PA-1, PA-2, etc. In some cases, sub-areas are delineated and discussed and are designated as PA-1a, PA-2a, etc. Though the delineation of planning areas may seem somewhat arbitrary, they were created with intent and purpose. The overarching goal was to include separate but related parcels and uses which could be grouped to achieve similar development visions. Each PA is discussed below and addresses specific planning objectives, permitted land uses, and customized design guidance, addressing site planning and access, architecture, landscape and lighting, signage, and other aspects of site design.

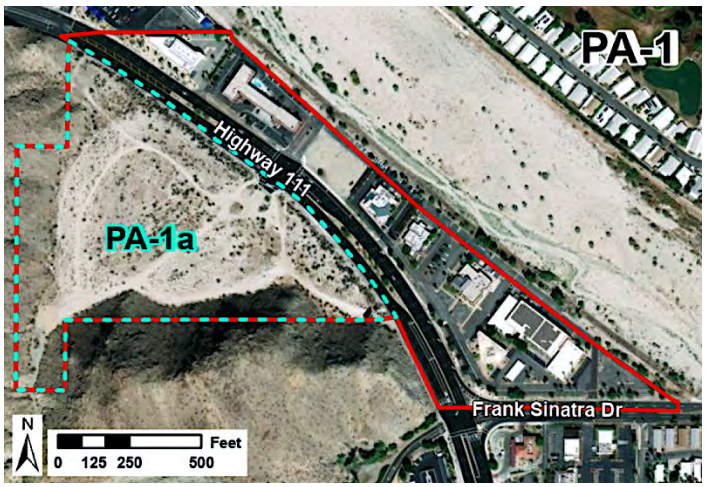
B. PA-1 West Gateway Area

B.1. PA-1 Existing Conditions

The West Gateway PA-1 is located at the west end of the Highway 111 corridor in Rancho Mirage. It is comprised of 34.20 acres, of which 10.02 acres are developed parcels and 17.52 acres of vacant lands remain. Existing land uses in PA-1 include one restaurant, Motel 6, and other retail and office buildings.



The east end of PA-1 is anchored by the 55,000 square foot One Mirage Place office center, a mix of one and two-story buildings housing professional, medical and other offices. Vacant lands include the Rancho Cove property (PA-1a) on the west side of Highway 111 and which encompasses 16.76 acres, and 0.76-acre parcel on the east side of Highway 111 at the corner of One Mirage Place.



B.2. PA-1 Planning Area Issues and Objectives

The West Gateway location includes one large vacant development site (Rancho Cove PA-1a) and a smaller vacant site across Highway 111, both served by an existing signalized intersection. The following objectives apply to PA-1.

A. An aesthetically recognizable and economically thriving West Gateway that clearly identifies as Rancho Mirage and is reflective of the City's values of quality design and land uses.



B. Opportunities and flexibility for the One Mirage Place office park to diversify its mix of uses to include appropriate and complimentary commercial enterprises.

C. Integrated master planning and development of Rancho Cove (PA-1a) to provide a synergistic mix of commercial, hospitality and residential uses.

D. Drainage facilities that address local and tributary flows, minimizing lands dedicated to storage basins and conveyances, and optimizing these as passive open space amenities.

B.3. PA-1 Planning Area Design Guidelines

Future development on PA-1a (Rancho Cove) should provide quality streetscape plantings (parkways and medians) and signage consistent with City standards. PA-1 planning and design guidelines include:

A. New bus turnout for existing (and future) bus stops on east side of highway that currently blocks traffic in the No. 3 travel lane.

B. Eastern parkway and median island landscaping should be enhanced with specimen trees, replacement of turf with desert shrubs, gravel and boulders, and improved signage and directions.

C. Traffic noise can significantly affect residences and other sensitive uses, and such uses should be buffered from traffic noise to the greatest extent practicable.

D. Residential and other noise-sensitive uses planned in PA-1a should be placed away from the highway and buffered with buildings and other acoustical barriers.

E. PA-1a is subject to tributary flows and additional lands along the west edge of this cove may be incorporated into future project design to provide flexibility and ensure adequate access to drainage flow lines.

F. On-site stormwater storage or detention for PA-1a should reduce the need for storage and optimize the existing catch basin and conveyance to the Whitewater River while creating opportunities for more on-site open space amenities.

G. Allowance is provided for limited and select commercial uses within the One Mirage Place office park to better activate this center and increase traffic for adjoining vacant restaurants.

H. Parkway landscaping at and near the corner of Highway 111 and Frank Sinatra Drive should be upgraded in a manner consistent with City's Highway 111 treatment elsewhere along the corridor.

B.4. PA-1 Planning and Design Concepts

PA-1 planning and design concepts are based on this area's unique location along the corridor, its important role as a City gateway. Two new development opportunities include the smaller 33,567 square foot vacant lot and the larger (16.76± acre) Rancho Cove site for which a "Rancho Cove" mixed-use design concept is described and illustrated below. Also discussed are other planning and design concepts that should be applied to development in PA-1.

Rancho Cove (PA-1a)
Earlier designs approved on this property have demonstrated the viability of a mixed-use development with primary site constraints being stormwater and noise. These previously approved development plans should not be viewed as a benchmark for future development. Sufficient stormwater detention will be needed to allow for the metered discharge of runoff into the drainage inlets located at the southeast corner of PA-1a, which will convey these flows to the Whitewater River Stormwater Channel to the north. The site is also impacted by Highway 111 traffic noise, which future development should assess and mitigate by design.

Previously approved development plans for Rancho Cove provided for the development of 21,200± square feet of commercial/retail space, a 100-room four-story boutique hotel, and 35 attached residential dwelling units (condominiums). If not developed, current PA-1a approvals serve as a benchmark for future development proposals on the Rancho Cove site. The Highway 111 Specific Plan makes special provisions for PA-1a that may enhance its development. These include the following:

A. Residential development shall be permitted at heights of up to three-stories and not exceeding 40 feet in height for screened roof-mounted equipment and architectural projections.

B. Reduced on-site parking requirements when complementary land uses are identified and parking efficiencies are demonstrated.

C. As an alternative to sub-surface storage, a stormwater intercept and debris basin should be considered at the mouth of the southerly drainage and an outlet constructed that conveys basin flows northeast, perhaps along the toe of slope, to the two stormwater catch basins located adjacent to Highway 111.

D. Stormwater basins and open channels should be configured and treated as usable open space suitable for walking, enjoying wildlife and exercising pets.

E. Careful acoustical modeling should be conducted prior to detailed site planning to address existing and future noise conditions and ensure acceptable outside and indoor noise levels.



Corner of Mirage Place and Highway 111
This 25,000± square foot parcel already benefits from parking along the rear, a Motel 6 across One Mirage Place and a restaurant to the immediate east. The subject vacant site has excellent access and appears to be especially well suited for another restaurant in PA-1.

PA-1b - One Mirage Place: Allowance of Commercial Uses



The Specific Plan assigns the General Commercial (C-G) designation to the One Mirage Place complex, which is currently (2026) comprised of professional and medical office, as well as the Jewish Federation of the Desert. The intent of the General Commercial assignment is to allow limited and specific commercial uses that will complement the existing office uses in this somewhat under-utilized center. In addition to the Office (O) uses that continue to be permitted in PA-1b and in accordance with Rancho Mirage Municipal Code Section 17.10.012, the following commercial uses may also be permitted with a Development Plan Permit or Conditional Use Permit. Any new-construction projects will be processed, reviewed, and considered in accordance with Preliminary Development Plan and/or Conditional Use Permit requirements.

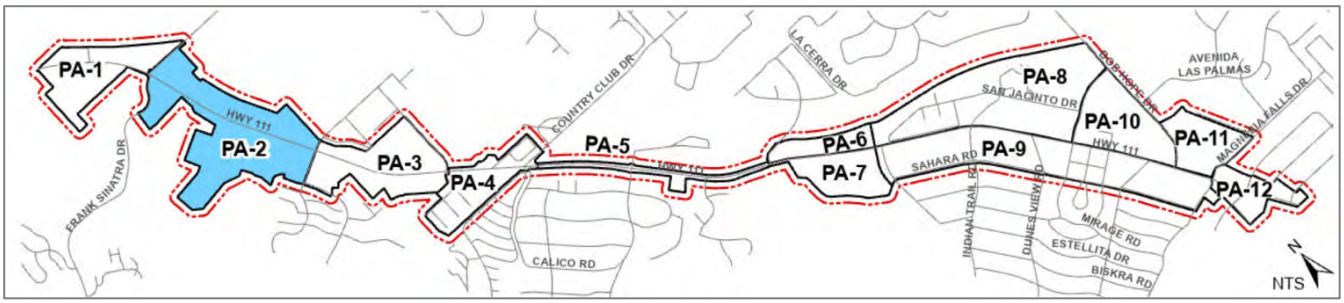
C. PA-2 Bighorn Cove

C.1. PA-2 Existing Conditions



The Bighorn Cove PA-2 is bounded on the west (north) by Frank Sinatra Drive and on the east (south) by Mirage Cove Drive. It encompasses 79.86 acres including roads, of which 28.36 acres are developed parcels and 39.92 acres are vacant parcels. Existing land uses in PA-2 include a mix of restaurants and a convenience grocery store at the southeast corner of Highway 111 and Frank Sinatra Drive; Rancho Mirage City Hall is at the southwest corner. PA-2 also includes Bighorn Cove which is designated as subarea PA-2a and encompasses approximately 44.78 acres.

Other development in PA-2 includes the One Hawkeye Place office park with one vacant pad remaining and The Atrium commercial center with three vacant development pads remaining. Farther southeast are limited vacant but constrained lands, with a stranded hillock of the Santa Rosa foothills occupying much of the northeast corner of Highway 111 and Mirage Cove Drive. This feature provides a close-in appreciation of the Santa Rosa foothills and an opportunity to add public open space enhancement along the corridor.



C.2. PA-2 Planning Area Issues and Objectives



The Bighorn Cove (PA-2) planning area includes one large vacant development site within Bighorn Cove PA-2a on the west side of the highway and is comprised of six parcels with two separate ownerships. On the east side of Highway 111, there remain smaller vacant sites and pads within existing developments. Access to PA-2a is facilitated by a signalized Highway 111 intersection at Frank Sinatra Drive and Atrium Way. Buildout of the planning area with a well-integrated mix of uses, including retail and hospitality commercial would bring development in this area to critical mass and induce buildout of remaining development sites and pads.



Bighorn Cove includes the City Hall property and adjacent parks, 6.13 acres and 1.22 acres respectively as well as 37.43 acres of vacant Mixed Use. A 1.80-acre portion of the adjacent hillside parcel is not a part of PA-2a Mixed Use lands; a portion of these lands are constrained by topography and major drainage facilities. The greatest development opportunity in PA-2 is the vacant Mixed-Use land within the Bighorn Cove site (PA-2a) located on the south (west) side of Highway 111. It is comprised of all or portions of six parcels encompassing 37.43 acres.



The PA-2a sub-area has 1,500± feet of frontage along Highway 111 with excellent visibility and orientation (see Exhibit IV-1). A thin strip of open space lands and parkway adjacent to the highway connects PA-2a with City Hall via the Richard and Annette Bloch Cancer Survivor's Park and is a good opportunity to provide an enhanced parkway connection along this portion of the corridor. The following objectives apply to PA-2.

A. Efficient and complementary in-fill development on remaining vacant smaller lots and building pads that complete development on the east side of the highway.

B. Expanded land use opportunities and flexibility for the One Hawkeye Place and The Atrium developments applying land use designations that diversify their mix of uses to include limited, appropriate and complimentary commercial development.



C. A master-planned mixed-use community on PA-2a (Bighorn Cove) with shared signalized access and an appropriate and balanced range of hospitality, mixed-retail and residential development.

D. Primary access into the PA-2a sub-area from the existing signalized intersection of Highway 111 and Atrium Way, with limited secondary access into this sub-area via Mirage Cove Drive, as appropriate.

E. On-site and off-site drainage facilities that address local and tributary flows, while minimizing lands dedicated to storage basins and conveyances.

F. Enhanced corner and parkway treatments that give identity to the Bighorn Cove planning area, a cultivated outdoor environment connecting development to the public realm, with opportunities for public gathering areas and public art.



C.3. PA-2 Planning Area Design Guidelines

As noted above, PA-2 is a diverse mix of restaurants, convenience and other small-scale commercial, office and institutional (City Hall). It also is the point of access to the Ritz Carlton Hotel and Mirada Estates development at the west terminus of Frank Sinatra Drive.

In addition to facilitating in-fill development with additional commercial and office space, the following guidelines will encourage and facilitate the integrated, synergistic development of the 39±-acre PA-2a sub-area. Enhancement of the public realm will serve as a visual and physical glue to unify the PA-2 planning area and make it an easily identifiable shopping, dining and living destination. PA-2 planning and design guidelines include the following:

A. Future development should be comprised of land uses consistent with existing development and the market needs and opportunities of the area. Where commercial uses are permitted in office or mixed-use development, they shall be limited to those compatible with the prevailing land uses.

B. Public and private parking facilities shall be designed to provide safe and efficient ingress and egress, with adequate stacking length and line-of-sight to minimize congestion and to maximize safety, appropriate levels of lighting and clear identification and directional signage.

C. Special and area-identifying parkway and nodal landscape treatments along Highway 111, particularly between the Cancer Survivor Park and PA-2a and Mirage Cove Drive, should emulate the native landscape and provide venues for public art and other planning area identifiers.

D. Street and project signage shall be limited in terms of size and illumination to provide clear street and development drive access

E. Residential and other noise-sensitive uses planned in PA-2a should be placed away from the highway and/or buffered with buildings, walls, berms, and other acoustical barriers.

F. PA-2a is subject to significant tributary flows that are managed by on-site culverts, catch basins and underground pipes that convey flows to the Whitewater River. These facilities should be incorporated into the planning area to ensure adequate access to drainage flow lines and to minimize aesthetic impacts.

G. PA-2a site planning should concentrate commercial and hospitality uses along and in proximity of the highway, while designing the western portion of the site for high density residential development, including condominiums, apartments and possibly hotel villas.

H. Consideration of residential development should be planned toward the rear of PA-2a to buffer these uses from highway traffic noise and to allow the foothills to serve as a backdrop for these taller buildings.

I. Allowance is made for limited and select commercial uses within the One Hawkeye Place office park to better activate this center and adjoining restaurants and retail outlets.



C.4. PA-2 Planning and Design Concepts

The Bighorn Cove planning area is well established with uses that have been in place for decades. Important and valued dining spots including Kobe Japanese Steakhouse, have long contributed to the area's identity as a dining destination. In Planning Area 2, these establishments are complemented by others such as Willie's Modern Fare and The Palms Cafe within The Atrium center. Surrounding residential development provides support to these restaurants, which rely upon a substantially larger market area, and in turn bring business from outside the neighborhood into the planning area. With excellent access via Highway 111 and Frank Sinatra Drive, PA-2 is well positioned to expand commercial and hospitality services and attract more of the regional market to the planning area. The integration of a residential component into PA-2a will also enliven and further support commercial businesses in PA-2. The following planning and design concepts are meant to capitalize on the area's valuable assets and buildout in-fill and "greenfield" development opportunities with dynamic, multi-level and diverse services and mix of uses.

The Atrium: Expanded Uses Allowed

The Highway 111 Specific Plan changes the land use designation on The Atrium center from Neighborhood Commercial to General Commercial. New development in the area includes the Howard World Wildlife Museum, which will occupy the previously vacant parcels in the area. The site is well-served and surrounded by established businesses. By assigning the General Commercial designation to this site and the adjoining One Hawkeye Place (see below), the broader menu of permitted uses will better attract development, which even with a change in designation will be compatible with existing uses in the center.

PA-2b - One Hawkeye Place: Allowance of Limited Commercial Uses

The Specific Plan assigns the General Commercial (C-G) designation to the One Hawkeye Place office park, which is currently (2026) comprised of professional and medical offices. The intent of the General Commercial assignment on this property is to allow limited and specific commercial uses that will complement the existing office uses in this somewhat under-utilized office park. In addition to the Office (O) uses that continue to be permitted in PA-2b and in accordance with Rancho Mirage Municipal Code Section 17.10.012, the following commercial uses may also be permitted with a Development Plan Permit or Conditional Use Permit. Any "new-construction" projects will be processed, reviewed, and considered in accordance with Preliminary Development Plan and/or Conditional Use Permit requirements. See Table V-1 which specifies permitting and review authority for new uses in existing buildings.

PA-2a – Bighorn Cove Destination Development

A variety of development proposals have been considered on the PA-2a sub-area, including two separately planned commercial and mixed-use centers with general retail, resort hotels and villas and residential units. Bighorn Cove is sufficiently large and ideally suited for a diverse mixed-use community of scale that optimizes site constraints and opportunities, and that complements surrounding development. With existing signalized access and on-site drainage facilities and secondary access, Bighorn Cove represents one of the most important remaining development opportunities in Rancho Mirage.



PA-2a – Bighorn Cove Destination Development Concept – Highway 111 Frontage

The assignment of the "Mixed-Use" land use designation to Bighorn Cove creates the opportunity for this sub-area to realize its full potential. The mixed-use designation is meant to facilitate development of a highly integrated, complementary, or synergistic mix of uses. The development concept created for Bighorn Cove is conceived as a resort-based destination with adjoining village-scale specialty retail/restaurant/entertainment development, which would be best located in proximity to Highway 111. The western/rear and southern portions of the site are conceived as high-density residential villages with a mix of ownership and rental units that are sited in a manner sensitive to adjoining residences and take advantage of the foothills that may provide a backdrop for taller residential buildings.



PA-2a - Bighorn Cove Development Concept

Affected Assessor's Parcels
689-030-002, -003, -004, -005, 006, & -017

Land Use Designations:
Mixed-Use

Planning Area Acreage:
Undeveloped Acres: 37.43 ± Mixed Use, 1.22 Open Space

Development Opportunity
Bighorn Cove encompasses contiguous lands on the south side of Highway 111 and extends northwest from Mirage Cove Drive to the City's Cancer Survivor's Park on the north. The site hosts major drainage facilities that protect the subject and downstream properties and may be used to convey both on-site and off-site runoff to the Whitewater Channel. PA-2a also benefits from an existing signalized intersection that also serves the Atrium development on the north.

Utilities

Electric:	Highway 111 RW fronting site (12 kV and 33kV along Hwy 111)
NatGas:	Highway 111 RW fronting site (6" and 8" w/in Hwy 111 RW, 3" w/in Mirage Cove Dr.)
Water:	Highway 111 RW fronting site (12-inch mains)
Sewer:	None
Telecomm:	Highway 111 RW fronting site

Hydrology/Drainage Management
- Two Intercept Channels capturing and conveying off-site runoff
- Three culverts and pipes convey to the stormwater channel
- On-Site Drainage: detention and metered discharge into existing facilities may be possible.

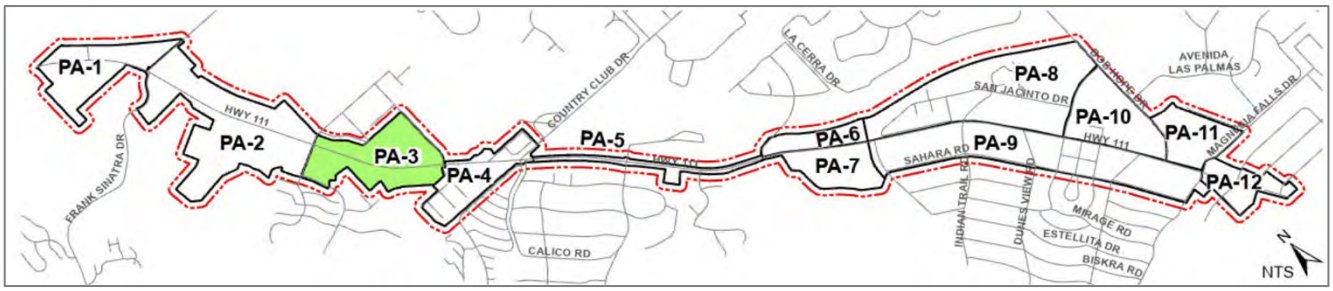
Opportunities
- Excellent visibility and extensive Highway 111 frontage
- Signalized intersection
- High-volume drive-by market
- Fully serviced by utilities
- Quality neighbors (Ritz Carlton Hotel, Atrium, affluent local market)
- Access to open space amenities

Constraints
- Challenge to integrate drainage facilities
- No or limited Mirage Cove access
- Adjoining residential development
- Geographically limited local market

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D. PA-3 Peterson Road Area

The Peterson Road planning area (PA-3) of the Highway 111 Specific Plan extends from Mirage Cove Drive on the west Peterson Road on the east. It totals 43.93 acres (including roads), of which 31.53 acres are developed parcels and 1.59 acres of land are vacant parcels. Existing land uses in PA-3 include a mix of restaurants, consignment stores, offices, Palm Springs Convention and Visitors' Bureau, a golf cart dealership, neighborhood commercial space, a variety of small retail and service business in small centers, and the Rancho Mirage RV and Mobile Home Village.



D.1. PA-3 Existing Conditions



The Peterson Road area includes some of the oldest development (mobile home park) along Highway 111 and also some of the newest office and retail buildings. The western portion of PA-3 includes a vacant 0.43± acre parcel (PA-3a) at the southeast corner of Mirage Cove Drive and Highway 111 that is next to a vacant retail building. Three additional restaurants are located farther along the east side of the highway.

The PA-3 planning area also includes a vacant 1.96-acre parcel (PA-3b) located on the west side of Highway 111 between the neighborhood shopping center on the east and 70125 Highway 111 on the west, current site of Exterior Illusions. The property appears to be underutilized and could be a candidate for expansion or redevelopment. The property access drive appears to be set up to be shared with the adjoining and currently vacant 1.96-acre site to the east. Both the Exterior Illusions parcel and vacant property (PA-3b) could be ripe for renovation and new development that could further build from the neighborhood commercial to the immediate east.

A self-storage facility is located at the east end of PA-3 north of the Rancho Mirage RV and Mobile Home Village and immediately west of Peterson Road. For the most part, this portion of the corridor has well-landscaped parkways and median islands. There remain important and valuable opportunities to enhance the corridor landscape treatment and create additional curb appeal and pedestrian friendly environment.

Highway 111 traffic in PA-3 is controlled by signalized intersections at Mirage Cove Drive, Via Florencia and Peterson Road with full or partial pedestrian crosswalks. Limited median cuts are provided for both east and west-bound left-turn pockets along this portion of the corridor. There is one bus stop in PA-3 and others a short distance to the west (PA-2) and east (PA-4). Most properties have good visibility from the highway.

D.2. PA-3 Planning Area Issues and Objectives

The Peterson Road PA-3 planning area is largely built out with limited vacant lands on two parcels, PA-3a (0.43 acres) and PA-3b (1.96 acres). Developable lands along the PA-3 corridor are limited by hillside terrain on the west and close-by residential development both east and west of the highway. A lack of parking has also been an issue for a few restaurants in PA-3 with limited opportunities to provide relief except through reciprocal parking arrangements with compatible land uses.

The scale of commercial development in PA-3 is also limited, which may be affecting market capture by lacking critical mass or market recognition due to a lack of complementary uses. For instance, the existing neighborhood shopping center could be doubled in size if integrated with comparable development on the vacant 1.96-acre site to the west. Critical scale could be further achieved by concurrently redeveloping or thoughtfully integrating the art and antiques gallery into what could be realized as a larger mixed-use commercial center. The following objectives apply to PA-3.

A. New and renovated development that builds from the PA-3 base and reaches critical mass or levels of development that improve land use efficiencies and market capture along this portion of the corridor.

B. Primary access into the PA-3b sub-area from the existing highway access drive into the existing neighborhood shopping center and additional access via the drive to be shared with the Exterior Illusions building at 70125 Highway 111.



C. Better consolidated land uses, access and parking for properties located at the southeast corner of Mirage Cove Drive and Highway 111.

D. Enhanced corner and parkway treatments that improve curb appeal in the Peterson Road planning area, and optimizing the outdoor environment in the public realm, with opportunities for commercial venues, and informal gathering.

D.3. PA-3 Planning Area Design Guidelines

PA-3 design guidelines are limited and apply primarily to new development and renovations. They are also meant to provide guidance for the City and property owners to continue to upgrade the corridor in PA-3, including finding ways to further improve median and parkway landscaping and overall curb appeal. These and planning areas-wide guidelines can also address the few design constraints in PA-3, including small retail outlets and limited vacant lands, as well as the masonry wall along the highway and bounding the mobile home park. New development opportunities should be maximized to augment and enhance existing development. Limited opportunities for redevelopment should also be encouraged, and vacant corner nodes should be enhanced to provide well landscaped and furnished gathering spaces. The following guidelines will serve to further enhance the PA-3 planning area.

A. Proposed development at the southeast corner of Highway 111 and Mirage Cove Drive shall be encouraged to incorporate the adjoining developed parcel and, if viable, the existing retail building to result in a more efficient use of these two parcels.

B. Development of the vacant parcel west of the shopping center shall be encouraged to develop in a manner complementary to the adjoining center, and to incorporate and connect on-site parking and interior circulation with the existing center.

C. Enhance median and parkway and landscape treatments along Highway 111, emulate the native landscape and provide venues for planning area identifiers.

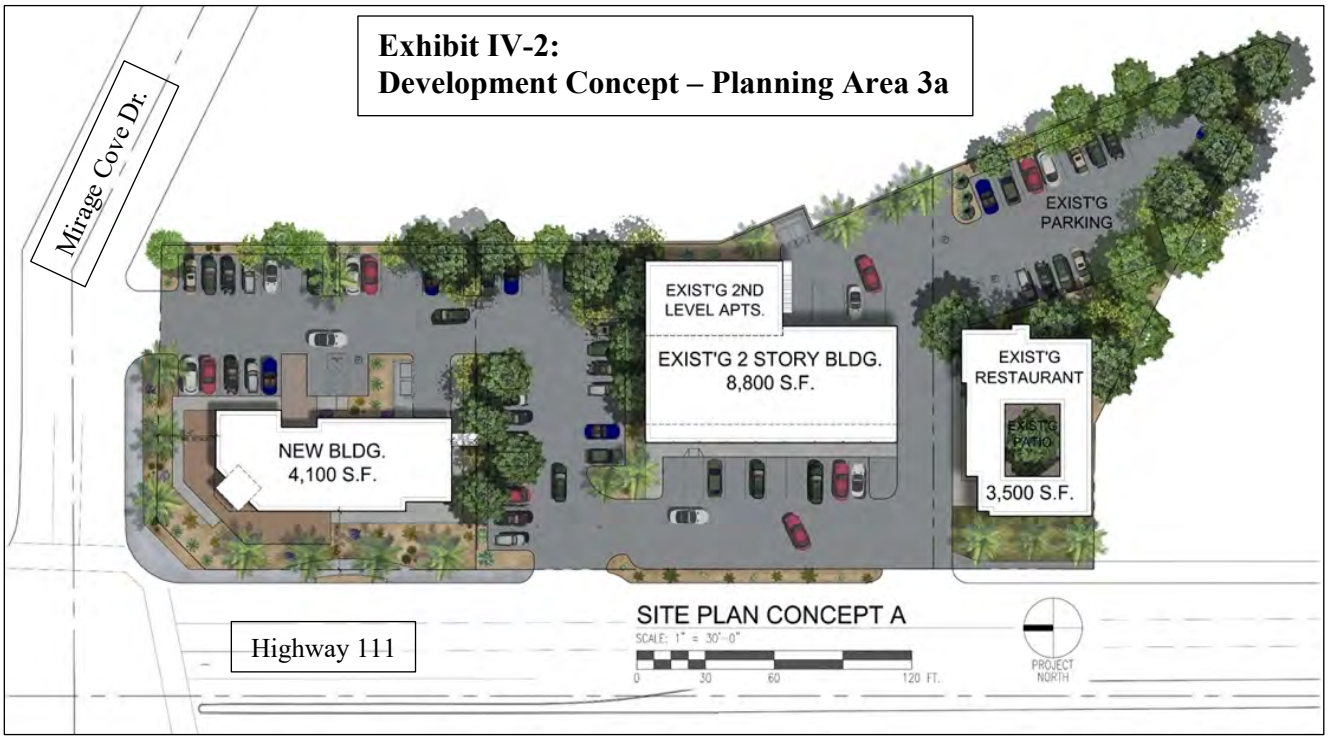
D. Enhanced landscape and hardscape treatments should be developed for the southeast corner of Highway 111 and Via Florencia, which can also serve as a highly visible venue for planning area identifiers and pop-up commercial and gathering areas in the public realm.

D.4. PA-3 Planning and Design Concepts

The PA-3 planning area is largely built out and there are limited opportunities for new development or property redevelopment. The area is constrained by foothills on the west and a variety of older development, including mobile home parks, on the east. Development within PA-3 is generally one-story with a few two-story buildings on the west side of the highway. The following planning and design concepts extend and enhance the area's valuable assets, some of which have been underutilized.

PA-3a: Highway 111 at Mirage Cove Drive

As has been noted, this 0.43-acre parcel at the southeast corner of Highway 111 and Mirage Cove Drive is one of two vacant parcels in PA-3 with good development potential that can also enhance the functionality of and market capture for adjoining lands. This vacant corner is an opportunity to incorporate the adjoining developed parcel to the east, which itself may warrant redevelopment to better utilize the two parcels. With appropriate uses, the existing and resulting future parking may be made available in the evening to the adjoining Catalan restaurant, which is under-parked.



PA-3b: Westside Development Site

This 1.96-acre vacant site is the same depth as the adjoining commercial center and has excellent visibility with 300 feet of highway frontage. This parcel can be made an efficient extension and expansion of the adjoining Desert Square neighborhood shopping center effectively doubling the size of this center, improving land use efficiencies, and creating greater commercial diversification and more opportunities for market capture. As with the adjoining center, this vacant parcel slopes toward the highway. Two-story development may be considered but should be placed closer to the highway, as is the existing building to the immediate east, to limit viewshed impacts to residences behind this property.

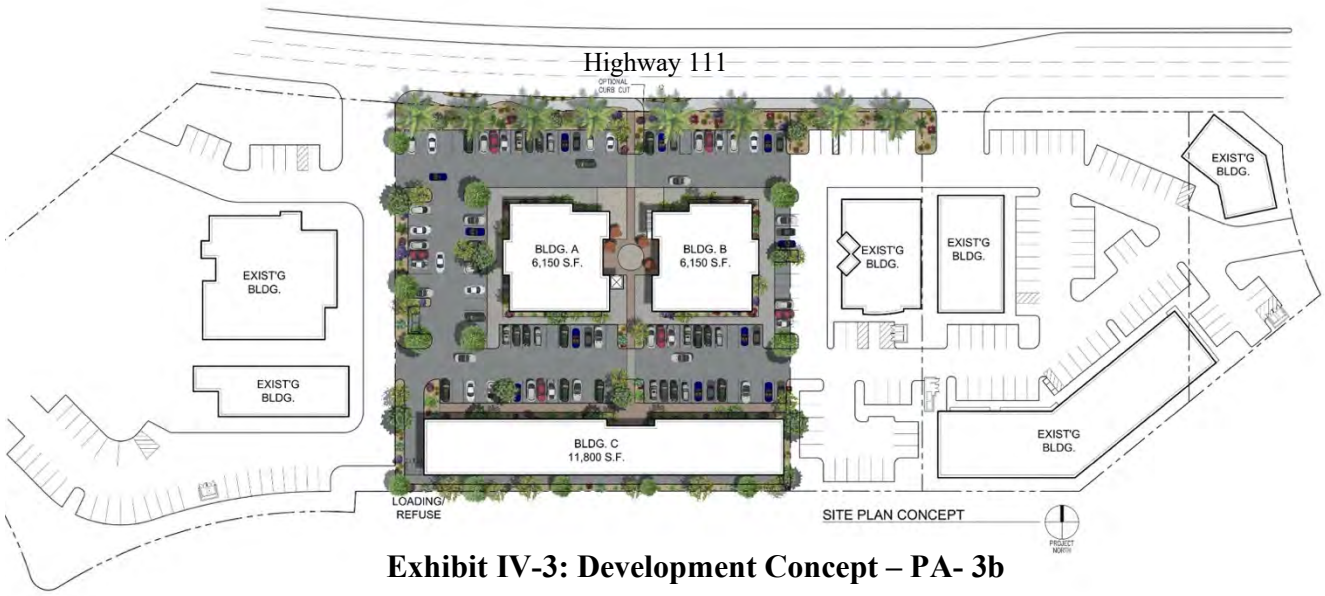
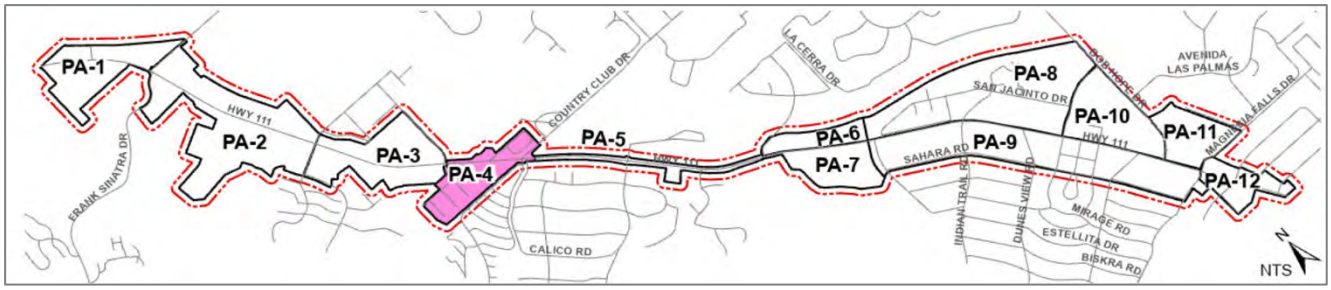


Exhibit IV-3: Development Concept – PA- 3b

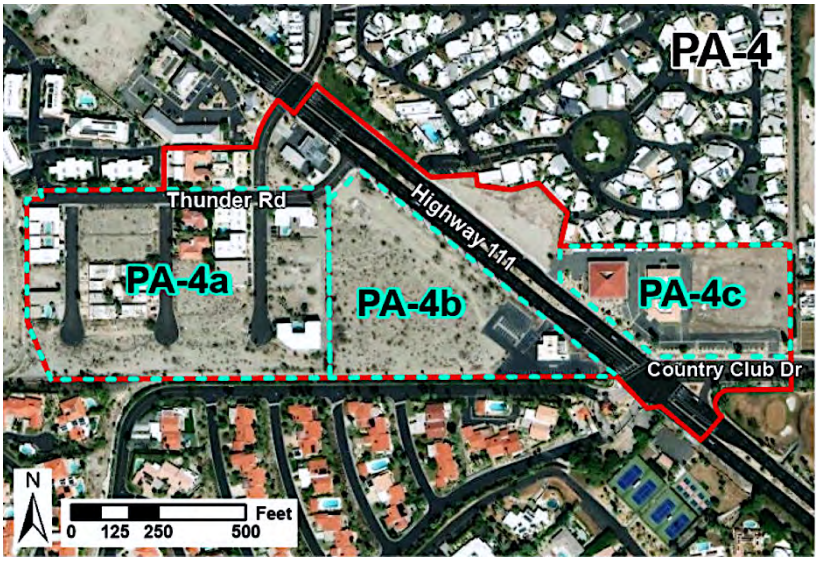
E. PA-4 Thunder Road

The Thunder Road planning area (PA-4) is a small but important part of the corridor that extends from Peterson Road on the west to Country Club Drive on the east. It totals 28.33 acres, of which 15.43 acres are developed (including roads) and 12.91 acres vacant lands. Existing land uses in PA-4 currently provides apartment, office space, a service station and restaurant. The partially developed PA-4c Plaza office park and vacant lands are located on the east side of the highway within PA-4. Vacant lands for additional residential and new commercial development are available on the west side of the highway contiguous to existing development. Existing conditions in the Thunder Road planning area are further described below.



E.1. PA-4 Existing Conditions

The Thunder Road planning area is limited in size, is partially developed and provides important existing market-rate rental apartments and opportunities for additional apartments at higher densities, revitalized office space, and new commercial and mixed-use development. Existing development includes single and multi-story apartments on small lots, with several vacant lots available for development. A service station occupies the island parcel created by Highway 111, Peterson Road and Thunder Road.



On the east side of the highway, PA-4 also includes the partially vacant office complex (2026) PA-4c Plaza, which previously included a bank, as well as still vacant lots on the east side of PA-4 (PA-4c). Additional vacant and contiguous lands are located west of PA-4c Plaza fronting along the highway and backing onto the Blue Skies Mobile Home Park.



Passing through PA-4, Highway 111 provides signalized intersections at Peterson Road and Country Club Drive. An existing continuous raised median makes no provision for left turns for eastbound or westbound vehicles through PA-4 except at the signalized intersections. Access into PA-4c Plaza is also available at a striped center turn-lane break on Country Club Drive approximately 350 feet east of the highway.

E.2. PA-4 Planning Area Issues and Objectives

The Thunder Road PA-4 planning area includes older apartment development spread mostly along three cul-de-sacs, including Bird Lane, View Road and Estate Road. Most of these apartments and nearby vacant lands are not yet served by community sewer, with existing development in the western portion of PA-4 relying on on-lot septic tanks. In this same area, the subdivision of these lands into small lots has stifled and constrained development. Significant land use efficiencies could be realized by lot consolidation and planning on larger assemblages of land.



Other issues in the planning area that are challenges to future development include limited existing commercial development (Shell gas station) and the need for critical mass that could attract commercial developers.



The existing office park at PA-4c on the east side of the highway includes vacant and developable lands on the northwest and east; the vacant lands to the northwest are encumbered by numerous utilities and easements. Preservation and expansion of mixed-use development on adjacent vacant lands, and development of needed neighborhood commercial adjacent to the Lord Fletcher's restaurant, could realize a better, synergistic and self-sustaining development of restaurants, shops and other retail, and professional office uses.

The following objectives apply to PA-4.

A. Build upon existing apartment development along Thunder Road and its three cul-de-sacs by applying the Affordable Housing Overlay to support additional high-density apartments that can serve the local labor force and others in need of housing

B. High density apartment developments and architecture that add aesthetic interest to the built environment, innovative accommodation of on-site parking and quality open space and recreational amenities.

C. Residential densities as a component of mixed use development in PA-4c that take into consideration and are sensitive to surrounding residential densities and other development.

D. Consolidated lots along Thunder Road and its three cul-de-sacs that achieve improved land use efficiencies and harmonious, integrated apartment designs.

E. Expansion of currently limited commercial development west of the Lord Fletcher's building, including specialty and convenience retail, neighborhood grocery store and expanded dining opportunities, and extending to Thunder Road to serve nearby residential neighborhoods and the substantial drive-by market on Highway 111.

F. Enhanced corner and parkway treatments that improve curb appeal in the Thunder Road planning area, and optimizing the outdoor environment in the public realm, with opportunities for informal gathering.

G. Coordination with Coachella Valley Water District (CVWD) and affected property owners to extend sewer lines into the Bird Lane, View Road and Estate Road cul-de-sac to serve both existing and future apartments in PA-4a.

E.3. PA-4 Planning Area Design Guidelines

The primary goals of the PA-4 design guidelines are three-fold: (1) to optimize residential lands for higher density and better services, (2) to expand and complete office and other types of development within and adjacent to the PA-4c Plaza on the east side of the highway, and (3) to realize a complimentary mix of uses on the largely vacant lands on the west side of the highway and currently anchored by the Lord Fletcher's restaurant. Buildout of these lands will also require sensitivity to existing surrounding uses and responsive design. The following design guidelines will serve to further enhance and expand economic activity in the PA-4 planning area.

A. To the greatest extent practicable, vacant residential lots along Estates Road, View Road and Bird Lane should be consolidated to provide better and more efficient development opportunities at densities consistent with the R-H/SP designation.

B. As with previous development along Estates Road, View Road and Bird Lane, multi-story podium design is recommended to maximize land use efficiencies and densities and provide requisite secure and covered on-site parking.

C. First floor pad elevations of lots at the end of the Estates Road, View Road and Bird Lane cul-de-sacs shall be at the lowest elevation practicable as part of an overall design that minimizes the buildings' effects on surrounding residential views.

D. Given the sloping terrain that dominates the western portions of PA-4, the use of retaining walls at the rear of properties is encouraged to maximize developable area in residential, commercial and mixed-use areas.

E. Access to the vacant highway-fronting lands of PA-4c Plaza should be via enhancement of the existing access drive to maximize developability of vacant lands and minimize impacts on highway traffic flows.

F. The vacant highway-fronting lands northwest of PA-4c Plaza should be enhanced with landscape and hardscape treatments.

E.4. PA-4 Planning and Design Concepts

PA-4 includes a mix of separate and disconnected uses that can be unified by implementation of the Specific Plan in this area. As noted, goals and objectives are geared to greater and more appealing high density residential development and redevelopment, expansion of currently limited commercial uses along the west side of the highway, and the buildout and/or expanded utilization of lands associated with the PA-4c Plaza development on the east side of the highway. The following planning and design concepts are meant to enhance the mix and intensity of uses on the west side of the highway, and to set the stage for greater land use synergies currently lacking along much of the corridor.

PA-4a: Thunder Road Apartments

As noted, PA-4a is comprised of approximately 32 parcels along Thunder Road and the three cul-de-sacs that extend south from it, approximately half of which have been developed as one and three-story apartments. No new apartment development has occurred in recent years perhaps due to the lack of sewer. While single story development exists, three-story apartment buildings with ground or sub-grade understructure parking have demonstrated the feasibility of expanding this type of development in PA-4a. Based on design analysis conducted for currently vacant lots, new development could be built at a density of up to 28 units per acre where lots can be consolidated. Approximately 141 additional apartment units could be constructed based on the example development plan (see Exhibit IV-4 below). This design concept and permissible densities could yield substantially more units if they induce redevelopment of the currently under-utilized lots in PA-4a (see DEIR Exhibit 2.3-4).

Exhibit IV-4: Planning Area 4a - Visual Simulation





PA-4b: Neighborhood Commercial Site

The PA-4 development plan calls for additional residences that will help support commercial services along the highway, which will also benefit from tapping into the substantial passerby market on the corridor. The site also has good easterly access via Country Club Drive, which connects it to the large residential market on the east side of the Whitewater River. Sub-area PA-4b contains six 6 parcels encompassing 6.01 acres of both undeveloped land (4.7 acres) and the former site of Lord Fletcher's restaurant (1.31 acres) which retains the building and parking lot. The sub-area also has good visibility with more than 900 feet of highway frontage. As has been demonstrated at the Desert Square shopping center to the west, two-story development may be acceptable on the lower portions of the site along the highway.

Constraints include limited Highway 111 access with signals at Peterson Road to the west and at Country Club Drive, neither of which are able to provide direct access to the PA-4b development site. Development-specific traffic analysis will be needed; however, there appears to be sufficient Highway 111 frontage to provide an unsignalized westbound left-turn lane into the site. Therefore, the primary access constraint would be for westbound out-traffic, which would have to execute a U-turn at Country Club Drive. The other notable constraint in this sub-area is the site grade, which slopes roughly southeast to northwest. It is expected that some excavation and retention will be required to fully develop the site within acceptable developed site grades.



09.11.26 Source: Visionscape Imagery, 2021

Exhibit IV-5: Thunder Road - PA-4b Visualization (from 111)

PA-4c Plaza

The PA-4c Plaza sub-area is designated for mixed-use development and is comprised of three oddly shaped parcels linearly connected along Country Club Drive and Highway 111 frontages. The central portion of the site, on the corner, is occupied by two one-story office buildings with office and medical office users. There is good internal connectivity between the built-out central area and the 2.03± acre vacant parcel to the east. The office core is flanked on the west by a constrained 1.10± acre vacant parcel that is also known to harbor extensive underground utilities, which may make conventional development and use difficult.

The full use of existing PA-4c Plaza development may be dependent upon expanded residential and commercial development in the immediate vicinity, including on vacant portions of PA-4c and on other undeveloped and underutilized lands in the vicinity. The vacant 2.03± acre component on the east is suitable for additional office development with perhaps professional and medical offices best suited; the Eisenhower Health campus is located 1.5 miles to the east on Country Club Drive. Alternatively, the lack of demand for office space at this location may argue for other uses such as mixed-use with residential development that complements existing land uses.

PA-4: The Public Realm

Throughout the Highway 111 Specific Plan an emphasis is placed on the development and use of the "public realm" along the corridor, where enhancements can create ambiance and placemaking and add to and extend the activities occurring on nearby private lands.

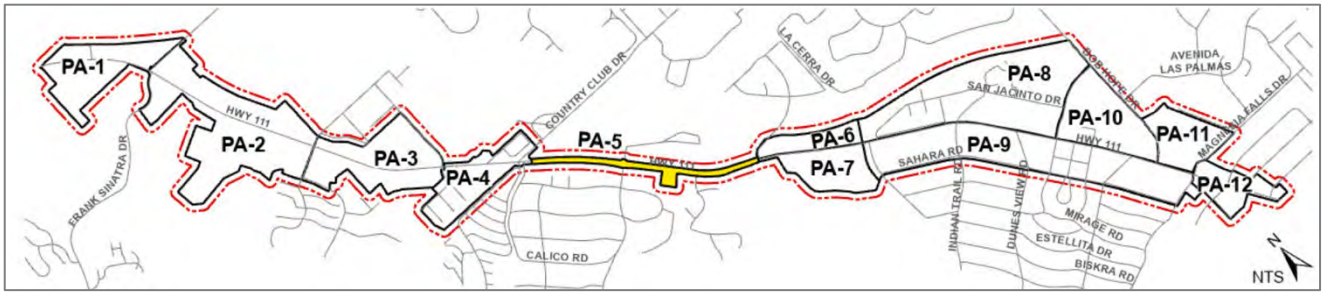


The public realm includes parkways and intersection nodes, and surplus private lands such as the difficult-to-develop westerly component of PA-4c. Here and elsewhere, enhanced landscape treatments, benches and other street furniture, temporary pop-up food, beverage and plant nursery venues with tables, and provisions for rotating public displays and installations. Such public realm venues should be thoughtfully integrated with adjacent lands and development and enhanced in a manner that maximizes social interaction and minimizes maintenance costs.



F. PA-5 Central Corridor

The Central Corridor planning area (PA-5) is largely a linear feature comprised of Highway 111 rights-of-way and a portion of a vacant City-owned lot immediately east of the City Fire Station No. 50. PA-5 extends 0.80 miles from Country Club Drive on the northwest to Paxton Drive on the southeast. The central corridor has been added to the Specific Plan planning area to provide a comprehensive approach to the entire Highway 111 corridor as it passes through the City. Existing conditions in the Central Corridor planning area are further described below.



F.1. PA-5 Existing Conditions

The Central Corridor (PA-5) connects the west and east segments of the Highway 111 planning area with six travel lanes, and sidewalks and limited multi-modal paths on the south side of the highway. This attractive corridor segment is bounded on the east by parkway improvements and golf course community development beyond, including Thunderbird Country Club. On the south side of this segment, development includes the aforementioned fire station and is otherwise comprised of single-family subdivisions developed on sloping alluvial fans emanating from the nearby canyons.



F.2. PA-5 Planning Area Issues and Objectives

There are few issues associated with the PA-5 planning area but inclusive among these are a lack of sidewalks on the north side of the highway and a paved roadway section that is too narrow to accommodate a bike path. At Paxton Road, there is a crosswalk, and sidewalks have been constructed on the east side of the highway and continue east. The following objective applys to PA-5.



A. Maintenance and enhancement of pedestrian walkways along the highway.

F.3. PA-5 Planning Area Design Guidelines

The primary goal of the Central Corridor design guidelines include provision of safe, attractive and well-maintained vehicular and pedestrian access along the south side of the highway. The following design guideline will serve to further enhance the PA-5 planning area.



A. The City and property owners along this segment are encouraged to take advantage of opportunities to replace turf within the south parkway and adjoining highway frontage with sustainably sourced and irrigated xeriscape landscape materials.

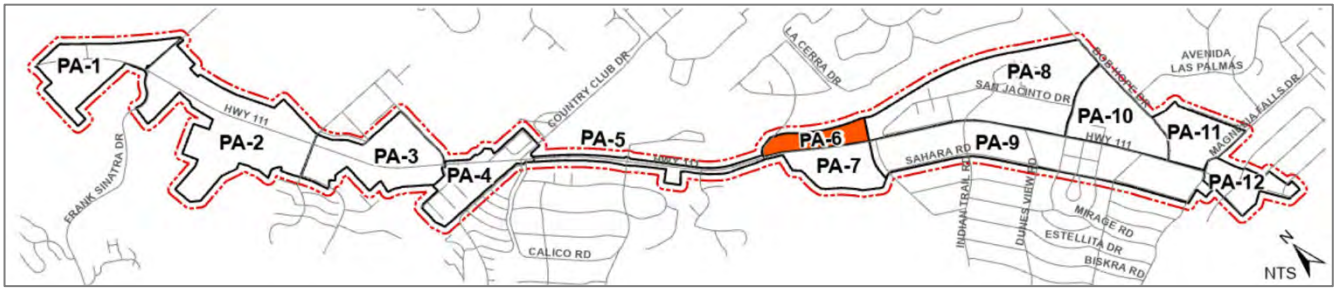
F.4. PA-5 Planning and Design Concepts

As the City periodically updates its streetscapes there will be opportunities for retrofitting and enhancements along the Central Corridor, including enhanced landscape materials on portions of the south parkway, the replacement of turf with appropriate xeriscape materials and irrigation..



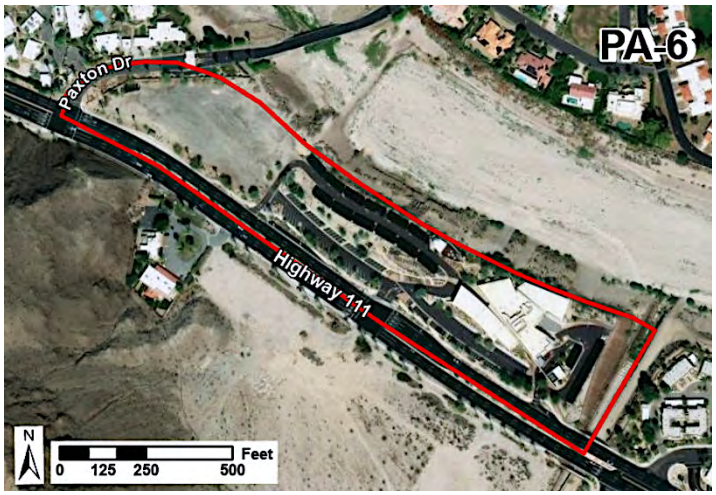
G. PA-6 Library Commons

The Library Commons planning area (PA-6) is comprised of City-owned lands located east of Paxton Drive and west of the West Magnesia Falls Stormwater Channel on the north (east) side of Highway 111 and extends to the boundaries of the Whitewater River. This long, narrow holding is currently the site of the City's renowned Library and Observatory. The site is comprised of three components, the Library on the east, the Observatory at mid-parcel and a vacant area that extends west to Paxton Drive. Existing conditions on site and the vicinity are discussed below.



G.1. PA-6 Existing Conditions

The Library Commons planning area encompasses 12.95 acres (including adjacent roadways and drainage area) of which 6.75 acres are developed and 2.50± acres remain vacant. Available developable lands are located at the northwest corner of the PA-6 planning area. PA-6 includes a state-of-the-art library. In addition to providing a full range of library services, the library hosts the world-renowned Rancho Mirage Writers Festival, lectures and musical events. The Observatory is equipped with state-of-the-art instruments and facilities and is an important venue for stargazing and lectures. Access to PA-6 is primarily from a signalized intersection at Library Way and Highway 111. The other two drives provide additional westbound access to the planning area.



G.2. PA-6 Planning Area Issues and Objectives

The City Library and Observatory are two of the most important cultural venues in the Coachella Valley. There are certain constraints that may affect buildout and long-term operation of these important facilities and services. Issues associated with PA-6 include residences within the Thunderbird Palms development approximately 100 feet northwest of the vacant portion of PA-6. It should be noted that these nearby residences are insulated from the Library Commons site by two block walls and the Paxton Drive right of way. Sensitivity in site planning and building design is essential. The Observatory is especially sensitive to light pollution, which can greatly reduce the "seeing" with astronomical instruments. Care should be taken to protect this science and research facility from light pollution or other incompatible uses. No access is or will be available to PA-6 from Paxton Drive. Access onto Highway 111 is fixed, and no additional direct access should be expected. Modifications to the westerly-most access drive into Library Commons may be required to provide adequate on-site circulation.



The following objectives apply to PA-6.

A. Maximize the value, synergy and contribution of future development on the vacant portion of the PA-6 site.

B. Protect the night skies in the vicinity of PA-6 to ensure that the substantial community and financial investment made in the Observatory is preserved and protected.

G.3. PA-6 Planning Area Design Guidelines

The primary goal of the PA-6 design guidelines is to encourage and guide the buildout of the Library Commons planning area in a manner that complements and enhances the significant public investment made in library and observatory facilities. PA-6 guidelines are also meant to ensure safe ingress and egress. Buildout of this planning area will also require sensitivity to nearby residences and responsive design. The following design guidelines will serve to further enhance the PA-6 planning area.

A. The modern and iconic architecture of the library and observatory shall be complemented by the addition of innovative and functional architectural design on the vacant portion of PA-6.

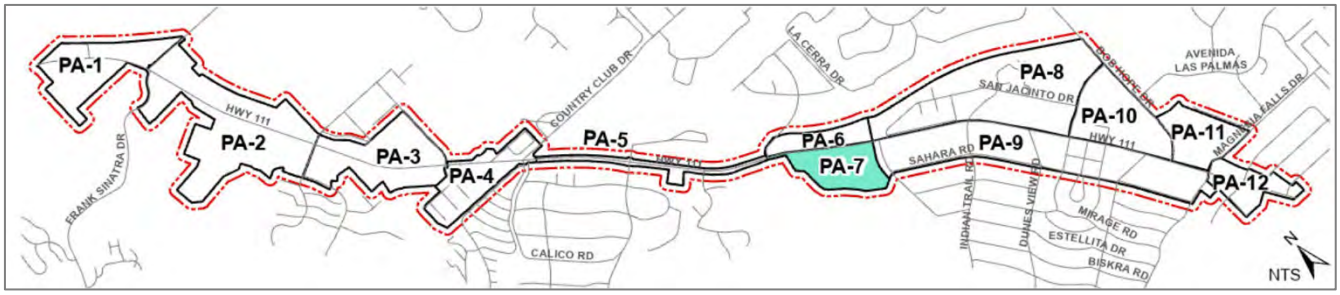
B. Existing and future lighting at Library Commons shall be carefully considered and shall be consistent and compatible with operation of the City Observatory and the City's commitment to protection of the night sky.

C. Avoid additional highway access from Library Commons to ensure safe and efficient site access and interior circulation, and to preserve operating capacity and safety on the highway.

H. PA-7 Five Peaks Area

The Five Peaks planning area (PA-7) is named for the ring of low peaks to the south and southwest. It is comprised mostly of vacant land with the exception of a veterinary hospital/pet boarding facility at the northwest end of the planning area. PA-7 extends from Paxton Drive on the west to the West Magnesia Falls Stormwater Channel on the east, is bounded on the north by Highway 111 and on the south and southwest by the foothills of the Santa Rosa Mountains and the Santa Rosa and San Jacinto Mountains National Monument (SRSJMNM). Existing condition on site and in the vicinity are discussed below

H.1. PA-7 Existing Conditions



The Five Peaks planning area encompasses 23.02± acres, which includes Highway 111 ROW and portion of the adjacent hillside parcel to accommodate drainage. Of the total parcel acreage, 1.41± acres are developed and 18.19± acres are vacant. At this writing, two auto dealerships have been approved on a portion of this property. Available developable lands are located east of the veterinary hospital south of the highway, west of the stormwater channel and north of the foothills. In addition to the veterinary hospital and pet boarding facilities, the south and southwest boundaries of the PA-7 development site are delineated by an 8-foot bighorn sheep exclusion fence. Existing access into PA-7 is from a driveway cut serving the veterinary offices. Future main access to the site would coming from an existing signalized intersection at Library Way and Highway 111.

H.2. PA-7 Planning Area Issues and Objectives

The Five Peaks planning area is large enough, nonetheless, to support a new mixed-use development, especially one that complements surrounding development and resources, including and especially the City Library and Observatory across Highway 111. With existing signalized access and nearby drainage facilities and secondary access, the Five Peaks cove represents one of the most important remaining development opportunities on Highway 111 and has current entitlements for the development of two auto dealerships. The assignment of the "Mixed-Use" land use designation to PA-7 creates opportunities for the Five Peaks cove.

Planning issues include a lack of on-site drainage facilities; the site does have access to nearby off-site facilities. Other issues include slope stability and rockfall hazards, lack of visibility for eastbound travelers on Highway 111, and adjacency to sensitive bighorn sheep habitat, the Santa Rosa and San Jacinto Mountains Conservation Area (CA) established by the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP); the City is a permittee to this plan. The Five Peaks planning area is also just across the highway from the light-sensitive Rancho Mirage Observatory.

The PA-7 planning area also offers a range of important opportunities, including a highly attractive site and setting with good visibility along the highway from the east. It also benefits from existing signalized site access at Library Way. Most of the necessary off-site improvements are in place. The following objectives apply to PA-7.

A. A mix of uses that complement one another, are compatible with the existing veterinary hospital and other uses and are synergistic to the existing and planned uses at Library Commons.

B. Protect sensitive wildlife habitat in the foothills and beyond through mindful site planning and landscape and lighting design that avoids or minimizes impacts on the adjoining foothills.

C. Development that is safe from on-site geotechnical constraints, including slope failure and rock falls.

D. Intersection functionality at Library Way and Highway 111 that maximizes access between the Five Peaks and Library Commons planning areas.

E. On-site and off-site drainage facilities that address local and tributary flows, while minimizing lands dedicated to storage basins and conveyances.

F. Enhanced corner and parkway treatments that give identity to the Five Peaks planning area, a cultivated outdoor environment connecting development to the public realm, with opportunities for public gathering areas.

H.3. PA-7 Planning Area Design Guidelines

As noted above, the mixed-use designation on PA-7 is meant to allow a diversity of uses that are internally synergistic and also complementary to surrounding development, including and especially existing and future uses at Library Commons (PA-6). Along Highway 111, the Specific Plan is designed to activate the corridor by attracting uses that encourage visitors and residents to spend time exploring and enjoying this part of the city; the Five Peaks site is no different. In addition to its proximity to Library Commons, the Five Peaks site is also in easy walking distance of the future San Jacinto Arts District, the 10-acre Rancho Mirage Community Park, the 7-acre Rancho Mirage Blixseth Mountain Park, and the 1.3-acre Magnesia Falls Park with its playground equipment, shaded areas, picnic tables, and an informal ball field. Both parks are on Mirage Road.



The following guidelines will encourage and facilitate the integrated, synergistic development of the 15± acres of developable land in PA-7. Enhancement of the public realm will serve to visually and physically unify the PA-7 planning area with PA-6 (Library Commons) and PA-8a (San Jacinto Arts Village). PA-7 planning and design guidelines include:

A. Future development should be comprised of a complementary mix of land uses consistent with existing surrounding development and the market needs and opportunities of the area.

B. Parking facilities shall be designed to provide safe and efficient ingress and egress, with adequate stacking length and line-of-sight to minimize congestion and to maximize safety, appropriate levels of lighting and clear identification and directional signage.

C. Future development planning should include consultation with CVWD regarding treatment of excess lands along the easterly stormwater channel to complement the developed portions of PA-7.

D Slope stability analysis should be expanded, and setbacks and rock barriers should be integrated into site design in proximity to foothill slopes.

E. Environmentally sensitive surface drainage intercepts and conveyances shall be designed to capture and convey runoff from surrounding hills and may also serve as open space amenities.



F. Future development shall carefully evaluate the joint use of the veterinary office access drive as secondary access to complement primary access at the signalized intersection at Library Way.

G. In order to protect adjacent, sensitive bighorn sheep habitat and limit impacts to other wildlife, on-site lighting levels shall be limited to the greatest extent practicable, and development planning shall keep noise-generating sources as far from the foothills as is practicable.

H. Street and project signage shall be limited in terms of size and illumination to provide clear street and development drive access

I. If in the future, residential and other noise-sensitive uses are planned in PA-7 they should be placed away from the highway and/or buffered with buildings, walls, berms, and other acoustical barriers.

J. PA-7 site planning should concentrate commercial and hospitality uses along and in proximity of the highway, while designing the southern portion of the site for high density residential development, including condominiums, apartments and possibly hotel villas.



H.4. PA-7 Planning and Design Concepts

PA-7 is designated Mixed-Use, allowing for a combination of commercial, office, hospitality, and residential development opportunities. Future development should respond thoughtfully to the site's terrain, drainage conditions, high visibility, and prominent gateway location along Highway 111.

As of 2026, PA-7 includes approved entitlements for development of a multi-dealership auto plaza that would reinforce and extend the established automobile dealership corridor along Highway 111. While these entitlements are anticipated to move forward, the Mixed-Use designation also provides long-term flexibility to accommodate a broader range of uses.

Located directly across Highway 111 from the Library and Observatory (PA-6), the site benefits from proximity to major civic, cultural, and employment destinations. The Library and Observatory hosts a variety of community programs and regional events, including the Rancho Mirage Writers Festival and Observatory-related programming.

Given its unique cove setting, visibility, and proximity to existing and planned activity centers, PA-7 represents a prominent opportunity area for future investment and development within Rancho Mirage.

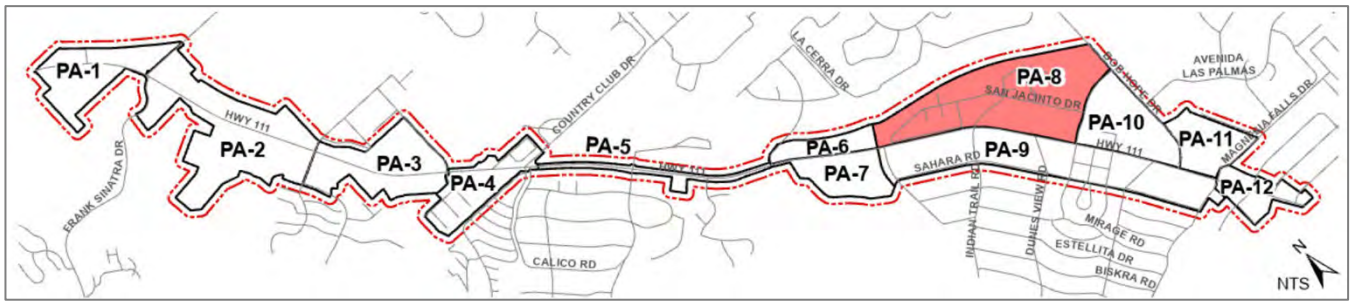
I. PA-8 San Jacinto Arts District

The San Jacinto Arts District (PA-8) is the most diverse planning area in the Highway 111 Specific Plan. It is largely built out but includes some of the oldest development along the corridor. In addition to multi-family housing, PA-8 includes a variety of general retail, hotels, restaurants, and offices and commercial services. It also includes the Rancho Mirage Community Park with its sports and recreational facilities and the City's outdoor amphitheater. The western portion of PA-8 has been identified as a prime site for lot acquisition, consolidation and redevelopment, a conceptual development of which is described in the PA-8a (San Jacinto Arts Village) discussion below.

I.1. PA-8 Existing Conditions

The San Jacinto Arts District (PA-8) is bounded on the south by Highway 111, on the north by the Whitewater River, the west by the West Magnesia Falls Channel and on the east by Rancho Las Palmas Drive. It totals 85.77± acres (including roads), of which 69.16± acres are developed and 3.17± acres are vacant and comprised of smaller in-fill lots. PA 8 also includes the PA-8a sub-area, which encompasses 12.63± acres (including roads) of which 0.85

acres are vacant; PA-8a is planned for major redevelopment. Existing land uses in PA-8 include a mix of residential apartments and condominiums, single-family homes, office parks, smaller office complexes, two hotels, strip commercial, consignments stores and the Rancho Super Elephant Carwash and Rancho Mirage Community Park.



I.2. PA-8 Planning Area Issues and Objectives



The San Jacinto Arts District (PA-8) planning area is almost completely built out but includes several small vacant parcels.. Vehicular access to PA-8 is facilitated by signalized Highway 111 intersections at Indian Trail, Rancho Las Palmas Drive and an unnamed intersection serving luxury auto dealerships on the south and Emmons Way on the north.

Access to PA-8 is also provided by unsignalized intersections at Button Drive and San Jacinto Drive; however, access from the unsignalized Highway 111 intersection with Mirage Road is constrained. The gap between the unnamed intersection serving the auto dealers and Emmons Way and the signal at Library Way is greater than 1,600 feet, limiting pedestrian accessibility from the south. Other issues associated with PA-8 include limited and dispersed vacant lands, narrow right-of-way along San Jacinto Drive, older retail buildings and residences.

PA-8 has important assets that have prompted the consideration of a portion of this planning area as an “arts district.” These assets include the Rancho Mirage Community Park, which is also an important venue for the visual and performing arts. PA-8 is also home to successful mid-range hotels with some conference facilities, a wide range of quality professional offices, and an important stock of apartments and condominiums. The westerly-most portion of PA-8 has been identified for possible redevelopment (PA-8a) and is planned as an integrated, pedestrian-oriented arts village with shops and perhaps live/work units.

Existing access into PA-8 provides several opportunities to leave the highway and access local businesses, homes and local parks and other amenities. The existing frontage road, Emmons Way, extends from the west terminus of San Jacinto Drive on the west to Button Drive on the east and serves a handful of businesses facing the highway, providing convenient parking along the frontage road.



The Rancho Mirage Plaza strip commercial center is located along Highway 111 between Indian Trail Road on the west and restaurant and hotel development to the east. It has been a simple but generally successful commercial center. Parking at this center appears to exceed day-to-day needs and opportunities may exist to develop the vacant lot to the immediate east and utilize the excess parking within the Rancho Mirage Plaza development.

One of the objectives of the PA-8 planning area is to draw physical connections between the San Jacinto Arts District and The River, which is a destination commercial center to the east. In addition to vehicular and pedestrian access provided by Highway 111, San Jacinto Drive could also provide important enhanced pedestrian connections between these two destinations. Traffic volumes on this street are modest, but the lack of sidewalks in many areas and the narrowness of the street are a challenge to increasing pedestrian access along this street.

PA-8 is a solid, well-anchored mix of land uses with quality hotel, restaurant, office and residential development on the east and valuable retail, professional service, and public open space in the west where the greatest opportunity exists for redevelopment and revitalization. The following planning objectives apply to PA-8.

A. A diverse mix of optimized land uses that leverage existing uses and development opportunities to create a destination for a variety of cultural venues and activities, supported by hotels, restaurants and other commercial services within and surrounding the planning area.

B. To provide guidance and examples that optimize undeveloped and underdeveloped lands to strengthen existing land uses and redevelop obsolete areas with new, destination commercial and mixed uses.

C. The aggregation and consolidation of vacant and underutilized lands to create larger and more efficient development sites in the planning area.

D. Provision of shared parking areas that can support activities on multiple sites within the planning area, including the Community Park and amphitheater, and the San Jacinto Arts Village.

E. Capitalizing on opportunities to enhance landscaping and open space nodes along Highway 111 and elsewhere in the planning area that may also serve as venues for social gatherings.

F. Preserve the investment in existing infrastructure to the greatest extent practicable, including considering the long-term viability of Emmons Way and associated angle parking.

G. A destination, culture-oriented pedestrian village that promotes redevelopment of vacant and underutilized lands, with consideration to preserving buildings that can be adapted or repurposed to meet this objective.

I.3. PA-8 Planning Area Design Guidelines

Beyond the area-wide design guidelines set forth in Section VI of this Specific Plan, guidelines have been developed that are specific to the development and redevelopment of PA-8. Most of PA-8 reflects the scale and quality of commercial and mixed-use development in the City. However, the western end of PA-8 (PA-8a) includes vacant and underutilized lands providing an opportunity to create a special mixed-use arts destination that is synergistic to the Community Park and amphitheater. The following PA-8 guidelines will help PA-8 meet its planning objectives.

A. An identifiable set of branding icons and graphics that identify the cultural venues and activities in the planning area and especially in and around the San Jacinto Arts Village (PA-8a).

B. To the greatest extent practicable, assemble and consolidate lots in areas where larger development sites can be created and where integration of uses and parking can be achieved.

C. Parkway landscaping should be enhanced with iconic treatment including specimen trees, desert shrubs and boulders at the southeast corners of Indian Trail Road and Highway 111 and at Emmons Way and San Jacinto Drive, and elsewhere in the planning area.

D. Consideration should be given to improving wayfinding signage in the planning area to enhance market capture by nearby Rancho Mirage enterprises, including the San Jacinto Arts Village.

I.4. PA-8 Planning and Design Concepts

The primary design and development opportunity identified in PA-8 is that delineated as the San Jacinto Arts Village (PA-8a). Secondary opportunity is the integration of the parcel east with the Rancho Mirage Plaza to the immediate west. Opportunities for pop-up food and drink retail and enhanced streetscape treatments are also planned and each is discussed below.

San Jacinto Arts Village (PA-8a)



The San Jacinto Arts Village concept is an outgrowth of the City's General Plan Arts and Culture Element and is viewed as an opportunity to complement and leverage the City's arts and culture activities at the adjoining Community Park and nearby City Library. As noted, the Arts Village is envisioned as an integrated, pedestrian-oriented arts and mixed-use village with shops and perhaps artists' live/work units. Parking needs could be met by well-placed parking along the corridor, in addition to new on-site parking and existing parking along Emmons Way.

This landmark Rancho Mirage experience will entice shoppers and cultural adventurers to spend time at San Jacinto Arts Village. Planned next to the Community Park and nestled beneath the shade of deciduous trees and palms near the banks of the Whitewater River, San Jacinto Arts Village would be designed as a distinctive cultural shopping, learning and dining experience to be found nowhere else in the Coachella Valley. The arts village is envisioned as a collection of tasteful galleries and unique shops in a dynamic cultural destination that includes indoor and outside dining, entertainment venues and cultural events, and art studios. It could also be home to local coffee roasters, micro-brewers, bakeries and the like that support local residents and also attract regional interest.



The Arts Village Development Concept

The Arts Village would be comprised of 12± net acres with an open paseo-oriented midway between and roughly paralleling Highway 111 and San Jacinto Drive. Much of the design is based on how people, gardens, fountains, and trees and landscape shape and enhance social interaction in a public space. It would be a vehicle-restricted development with pedestrian areas, paseos and plazas wide enough to accommodate small service vehicles for site and landscape maintenance, and emergency vehicles. Paseos leading out and onto Emmons Way and San Jacinto Drive are also planned.

Consideration in design should also be given to the interim, if not long-term, adapted use of the slumpstone-clad buildings at the north end of the PA-8a, where some of the existing on-site parking might also be included in the final plan to facilitate deliveries.

San Jacinto Pedestrian Access

One of the primary objectives of the PA-8 planning area is to increase pedestrian connectedness of the area to The River and other development to the east, and to facilitate pedestrian access to the variety of arts and cultural experience, dining/entertainment and retail venues in PA-8. Improved access will also serve guests at the two hotels, the various restaurants, offices and retail shops, and residents within PA-8.

San Jacinto Arts Live/Work Units

An important component of the San Jacinto Arts Village development concept is the provision of live/workspace. Section 17.90.020 of the Rancho Mirage Municipal Code (RMMC) defines this use:



"Live/work facility" means an integrated dwelling unit and working space (e.g., the creation and retail sales of arts and crafts), occupied and utilized by a single housekeeping unit in a structure that has been modified or designed to accommodate joint residential occupancy and work activity located in a commercial zoning district, and which includes complete kitchen and sanitary facilities in compliance with applicable building standards and working space reserved for and regularly used by one or more occupants of the unit."

The Specific Plan development concept for PA-8a describes two-story buildings within the arts village with shops, galleries and studios on the ground floor and in some areas provides for business owner residences on the second. The conceptual design for PA-8a calls for a limited live/work rental unit component subject to the provisions of Chapter 17.44 of the RMMC, as modified in this Specific Plan. Off-street parking for resident artists/business owners would be provided pursuant to the Specific Plan parking standards set forth in Section V-C. Within the Specific Plan area, live/work development is limited to the PA-8a sub-area (Arts Village) and applicable standards and guidelines can be found in Section 17.90.020 of the RMMC.



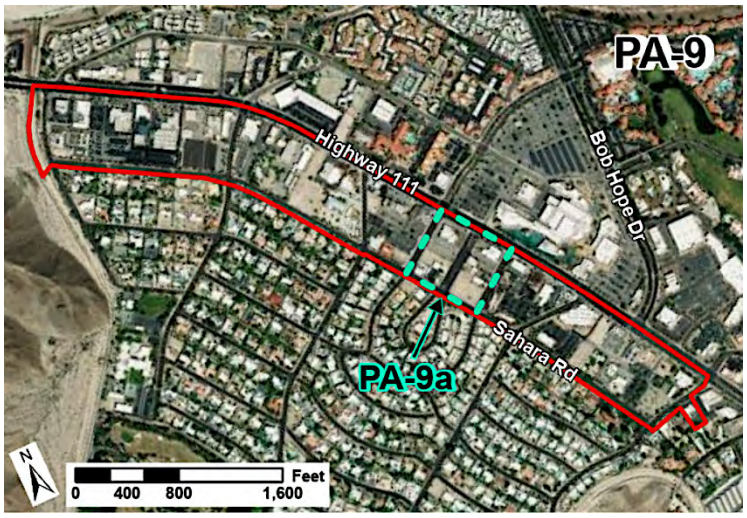
J. PA-9 Magnesia Falls South

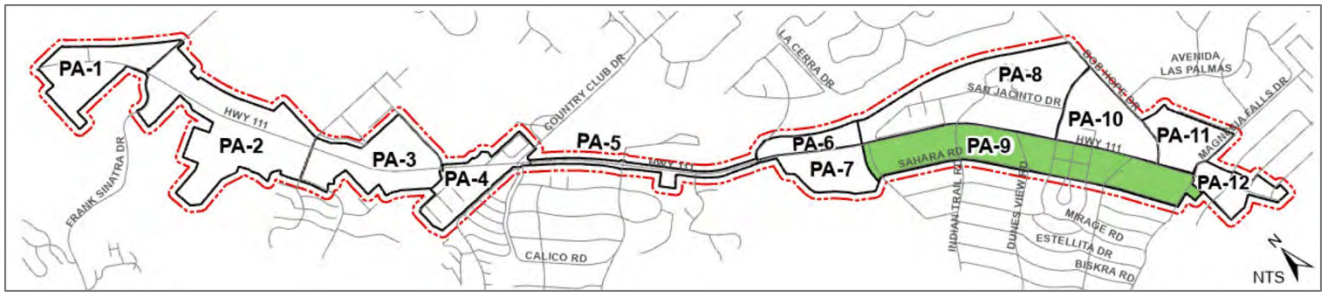
The Magnesia Falls South planning area is largely built out, land uses have been evolving and some redevelopment has occurred; limited vacant lands remain available for development. PA-9 is comprised of furniture stores, auto dealerships concentrated on the west end, a diversity of retail outlets, professional and other office space, medical offices, banks and restaurants. Eight local streets pass through PA-9 with residential neighborhoods to the west (south) and connect them to Highway 111. Lands for new and redevelopment remain in the PA-9 planning area.

J.1. PA-9 Existing Conditions

The PA-9 Magnesia Falls South planning area includes the longest developed highway frontage of any of the Specific Plan areas. Comprised of lands located south (west) of Highway 111 and east (north) of Sahara Road, PA-9 extends from the West Magnesia Falls Channel and Mirage Road on the west to Magnesia Falls Drive on the east.

The western portion of PA-9 is dominated by an aggregation of high-end auto dealerships that extend from Mirage Road on the west to Indian Trail Road on the east and west to Sahara Road. In addition to the eight public streets that cross PA-9 between Sahara Road and Highway 111, there are approximately 20 access drive curb cuts along the highway. There are five signalized Highway 111 intersections serving PA-9. In addition to purpose-built development, a few single-family homes in the planning area have been converted to small offices. PA 9 also includes the PA-9a sub-area, which encompasses 6.11± acres of which 1.6± acres contain development and 4.51 acres are either vacant or able to be redeveloped; the subarea is further described below.





J.2. PA-9 Planning Area Issues and Objectives

PA-9 development includes some of the earliest along development along Highway 111 and until recent years included scattered single-family homes within the evolving commercial corridor. In addition, the Magnesia Falls Cove immediately south of Highway 111 has built out largely with single family homes and a few primarily senior multi-family units.

Over the years there have been concerns expressed by homeowners regarding commercial activity across Sahara Road. These potential conflicts have been addressed by effectively insulating and buffering the residences by eliminating Sahara Road access to commercial traffic. Development along Sahara Road has also been largely limited to parkway landscaping and decorative blocks walls. In addition to issues associated with traffic, lighting at commercial and offices in PA-9 has been applied in a manner that minimizes intrusion into the residential neighborhood.



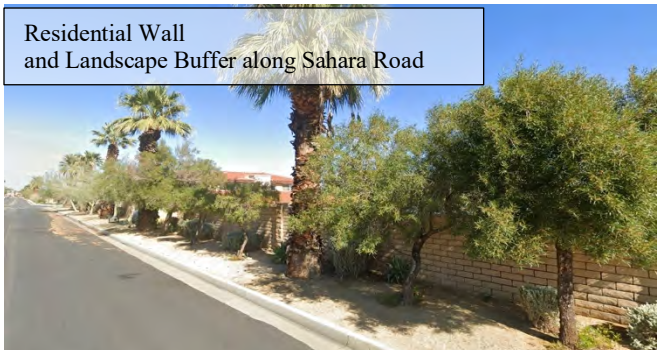
View South From Hwy 111 Into PA-9



PA-9 Office Development

In addition to being separated from adjoining residential neighborhoods, the PA-9 Planning Area is influenced by the physical presence of Highway 111, which creates a significant barrier for vehicular, bicycle, and pedestrian connectivity across the corridor. While Highway 111 provides regional access and visibility that support commercial activity, it also limits cohesive circulation and creates separation between neighborhoods and businesses on either side of the corridor. The area along Sahara Road reflects this transition condition, containing a mix of residential uses, converted residential structures, office-commercial uses, and neighborhood-serving businesses. Section VII: Transportation and Circulation identifies strategies intended to improve connectivity, circulation, and pedestrian accessibility while reducing the corridor's barrier effect.

To preserve the residential character of the Sahara Road neighborhood, direct commercial access from Sahara Road shall be prohibited. New development adjacent to Sahara Road shall incorporate enhanced landscape buffering, including a consistent landscape palette and screening treatments, to provide a cohesive transition between commercial and residential uses. Commercial properties adjacent to Sahara Road shall also provide a minimum six-foot-tall slumpstone wall along the shared property line, with split-faced pilasters spaced fifty feet on center, consistent with the existing Sahara Road parkway standards.


Residential Wall
and Landscape Buffer along Sahara Road

The PA-9 Planning Area has historically developed incrementally through smaller, site-specific projects rather than through coordinated large-scale planning efforts. As a result, portions of the area contain fragmented development patterns, irregular lot configurations, underutilized parcels, and converted residential properties that do not fully maximize land use efficiency along a major commercial corridor. Despite these constraints, the area has experienced steady commercial and office investment over the past two decades and remains an important mixed commercial district within the Highway 111 corridor. The Specific Plan envisions future redevelopment through a coordinated mix of commercial, office, and mixed-use land use designations intended to encourage cohesive site planning, improved circulation, enhanced buffering adjacent to residential neighborhoods, and higher quality corridor development that better complements surrounding uses.

The following objectives apply to PA-9.

A. Promote the buildout of PA-9 with minimum impact on the surrounding residential neighborhoods and uses that remain within and near the planning area.


Single Family Residences Converted to Office Space

B. Ensure that loading/unloading of motor vehicles and other commercial goods is conducted away from residential uses and in a manner that limits noise and other impacts to surrounding land uses.

C. Any test driving of for-sale vehicles sold in PA-9 shall be conducted on Highway 111 and other non-residential streets in the community, and away from residences and other sensitive areas.

D. Encourage lot consolidation and reciprocal parking arrangements to facilitate shared parking and optimize gross leasable space.

E. Encourage apartments and/or live/work units as a part of a mixed-use development in PA-9.

F. Maintain existing buffers between Sahara Road and PA-9 development.

G. Encourage redevelopment of underutilized lands, including converted residences that do not allow for improved land uses efficiencies.

H. Assess development patterns, existing parking and internal circulation to improve land use efficiencies.

I. Where possible, improve connectivity between the Sahara Road residential neighborhood and businesses located along both sides of Highway 111, creating pedestrian paseos as part of redesigned or vacated streets.

J. Consider whether any existing streets, including Rancho Mirage Lane between Sahara Road and Highway111, warrant vacation and conversion to commercial, mixed-use or office uses.

J.3. PA-9 Planning Area Design Guidelines

PA-9 design guidelines are meant to facilitate quality in-fill and redevelopment in an area that has developed piecemeal over several decades. The linear nature of this planning area and its lack of depth has presented a variety of challenges to optimizing development of scale and in a manner compatible with the adjoining, primarily single-family neighborhood. The following design guidelines help to address constraints and opportunities and facilitate quality development in PA-9.

A. Enhanced corner, parkway treatments and crosswalks, and add paseos and other pedestrian enhancements in PA-9 to improve pedestrian safety and the aesthetic appeal of the public realm.



View South From Hwy 111 Into PA-9



View South From Hwy 111 Into PA-9

B. Improve curb appeal and optimizing the outdoor environment by providing opportunities for informal gathering spaces.

C. As part of an overall strategy to minimize on/off highway movements, opportunities may be created to improve interconnections between development sites within PA-9.

D. To the extent practicable, between uses and consistent with Specific Plan parking standards and other applicable parking regulations, every opportunity should be made to enter into shared or reciprocal parking agreements with adjoining or nearby businesses.

E. New and redevelopment within PA-9 and especially along Sahara Road should show sensitivity to, and protection of, nearby residential neighborhoods from excessive traffic, noise or light from PA-9 land uses.

F. Optimize pedestrian access into PA-9 and Highway 111 crossings to encourage non-motorized access for local residents to shopping and other services along the corridor.

G. Every effort should be made to assemble smaller lots into larger and more efficient development sites and enhance in-fill development integration within existing neighborhoods.

H. Opportunities should be explored to provide additional pedestrian access to Highway 111 and commercial and other services in PA-9, including possible closure and vacation of Rancho Mirage Lane and the development of an enhanced pedestrian paseo between Sahara Road and Highway 111.

I. Evaluate opportunities to add to the single bus stop located along the south side of Highway 111 in PA-9 and enhance future stops and crossings.

J.4. PA-9 Planning and Design Concepts



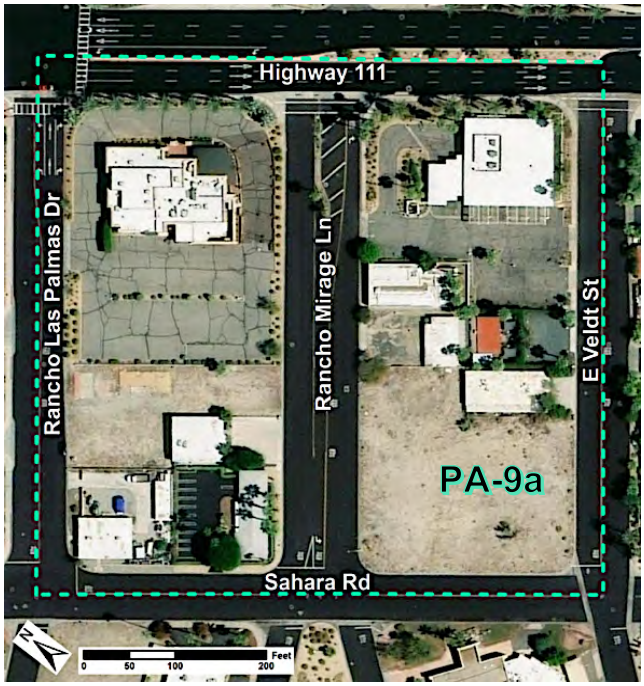
The PA-9 planning area is largely built out, but there are important opportunities for effective in-fill development of a mix of various uses, including those that are well established in the vicinity, including furnishings, lighting and other home goods. Recent infill development has included banks, restaurants, and medical and other offices.

PA-9a Planning and Design Concepts

As noted above, sub-area PA-9a has been identified as a development/redevelopment opportunity that could have significant positive effects on the corridor and residential neighborhoods to the south. This sub-area is bounded by Highway 111 on the north (east), Sahara Road on the south (west), East Veldt on the south and Rancho Las Palmas Drive on the north. PA-9a encompasses 6.11± acres which include Rancho Mirage Lane and adjacent lands to the east and west. Approximately 1.6 acres on the highway frontage are home to Wally's Desert Turtle and the Bank of America building, and 4.51± acres are either vacant or may be considered available for redevelopment.



After assessing the various streets that enter PA-9 from Sahara Road and lands to the south, it was determined that the existing Rancho Mirage Lane could be vacated between the highway and Sahara Road without significant adverse effect on neighborhood circulation or public safety. This would free up approximately 1.0 acre for development of a mix of uses and the provision of a paseo thoroughfare between these two streets. One bank access drive would be eliminated but both the existing bank and restaurant accessibility and operations would not be affected.



The PA-9a sub-area is designated Mixed-Use, which allows for a wide variety of commercial, office and residential uses. Major development in PA-9a includes a bank and high-end restaurant, both of which are located along and oriented to Highway 111. The sub-area is also occupied by approximately five single family structures that have been converted to small office buildings. Substantial portions of the PA-9a sub-area are ripe for redevelopment, which would be greatly enhanced by the vacation of Rancho Mirage Lane.

In addition to providing almost an acre of land for new and redevelopment in PA-9a, the street vacation would also allow the construction of a "Paseo Sahara" roughly along the current roadway center line. This will provide a pedestrian street between Sahara Road and the highway into which restaurants and retakers can extend their business activities, including outdoor drinking and dining, outdoor retail displays, outdoor entertainment and other business-enhancing activities. The Paseo Sahara concept would also enhance the environment for on-site apartment dwellers, as well as for residents living south of Sahara Road.

Paseo Sahara

The PA-9a conceptual development plan would maintain the existing bank and restaurant fronting the highway. The balance of the site would be redeveloped with a mix of retail and office space of up to 33,200± existing and new square feet, and residential development along Sahara Road in a pedestrian-friendly environment if deemed appropriate by the Director for consideration.



PA-9a - Magnesia Falls South Development Concept

Affected Assessor's Parcels
684-254-003 thru 008, & 013
684-255-001 thru 010, & 017

Land Use Designations
Mixed Use

Planning Area Acreage
Total Acreage: 6.11± acres
Undeveloped/Redevelopable Acres: 4.51± acres (includes Rancho Mirage Ln.)

Development Opportunity
Located directy across Highway 111 from The River commerical center, PA-9a provides an excellent site for quality mixed use redevelopment and a communtiy gathering place in the heart of the Highway 111 commerical corridor. In addition to preserving the existing Wally's Desert Turtle restaurant and the Bank of America along Highway 111, the plan also provides opportunities for a compact, synergistic mix of retail commericial and office space. In addition to providing 33,200± of existing and future commercial and office uses, the coneptual plan also provides for up to 32 apartments on two stories. Development is centered around an open space paseo and gathering amenities that can support and extend on-site performances, exhibits and other planned events.

Utilities

Electric:	Highway 111, Rancho Las Palmas Drive and East Veldt (33-kv & 12 kv lines)
NatGas:	Highway 111 (6-inch medium pressure line)
Water:	Rancho Mirage Lane and all fronting roads (12-inch mains)
Sewer:	Rancho Las Palmas Drive, Rancho Mirage Lane and East Veldt (8-inch lines)
Telecomm:	Highway 111 and Sahara Road

Hydrology/Drainage Management
Site is located approximately 1,700 feet south of the Whitewater River Stormwater Channel. It is served by four separate catch basins that convey runoff to adjacent underground lines in Rancho Mirage Lane. These lines connect to larger conveyances in Rancho Las Palmas Drive and hence to the Whitewater River. There are currently no other on-site stormwater facilities. Future on-site drainage facilities, possibly including limited on-site detention would tie into the existing underground 45-inch stormwater pipe in Highway 111 that ultimately discharges into the Whitewater River channel. Limited additional on-site stormwater facilities should be required to build out the PA-9a site.

Opportunities
- Well situated site and setting with good visibility along the highway.
- Excellent opportunity for lot consolidation, street vacation and mixed-use development.
- Across from The River with significant synergies to be realized with complementary uses.
- Opportunities to tier from and expand core commercial and placemaking activity.
- Excellent location near activity and employment centers to support 32± apartment units.
- Opportunity to create an enhanced open space venue for art shows, musical and other events.

Constraints
- Requires extensive lot consolidation and coordination with bank and restaurant.
- Master plan of two full blocks to justify vacation of Rancho Mirage Lane.
- Sensitive residential uses to immediate south that must be respected.
- Pedestrian-oriented with no direct vehicle access from Highway 111 or Sahara Road.

09.11.26



09.11.26 Source: Visionscape Imagery, 2021

Exhibit IV-7: Magnesia Falls - PA-9a Visualization (South View)



09.11.26 Source: Visionscape Imagery, 2021

Exhibit IV-8: Magnesia Falls - PA-9a Visualization (North View)

K. PA-10 The River

The River mixed-use commercial center opened in Rancho Mirage in 2002. Since that time, it has been a go-to place in the Coachella Valley for dining, shopping and entertainment. The Highway 111 Specific Plan evaluates this center and makes recommendations for expansion that could further activate and energize this attractive shopping and entertainment center.



K.1. PA-10 Existing Conditions



Planning Area 10 contains The River, a 230,000± square foot open air shopping, dining and entertainment venue featuring such attractions as art galleries, restaurants and a movie theater on 28.05± acres located at the intersection of Bob Hope Drive and Highway 111. It is designed around a water theme with lakes, streams and outdoor seating areas. Additionally, The River offers a central plaza for outdoor displays with a sunken amphitheater for events such as live music, theater shows and other activities. The roughly triangular site is bounded by four-lane public streets on all three sides, which somewhat isolates the center from surrounding uses, including neighborhood commercial, offices, the Omni Rancho Las Palmas Resort & Spa to the east and other hospitality uses to the west

The US Post Office is located in the central portion of the site; it predates the commercial development and is not a part of The River. At the southeast corner PA-10 hosts an office building, which is also not a part of The River property. At the time of this writing (2026), an animal hospital occupies this space.

K.2. PA-10 Planning Area Issues and Objectives

The River offers a community-scale recreation and retail center with a variety of shops and dining and entertainment options. However, parking and pedestrian access to the River hamper its full economic potential. The park-and-walk design concept is not fully implemented and is handicapped by the US Post Office and loading areas, which prevent an ambulatory route directly to the commercial center from the larger parking lot to the north. Relocation of the post office to another site appears to be difficult.



While there is an adequate supply of parking, most of the parking is located in the northern lot which involves relatively long walks to the commercial center. The smaller lot to the east provides easier access to the commercial center, but space is at a premium and is frequently inadequate for the volume of visitors at The River, who must then park in the north lot. The center of the River has an active pedestrian core with two dead ends. Pedestrian access to The River from the south side of the highway is limited to two crosswalks at Bob Hope Drive and Rancho Las Palmas Drive but separated by approximately 1,700 feet. No opportunities for a mid-block crossing have been identified.

In recent years, the center has experienced recurring maintenance issues with the expansive water features. Consideration should be given to the possible reduction of water features throughout the site to lessen these impacts.

Finally, the commercial core of the center is isolated from other activity areas, such as those located to the west that include hotels, shops and dining, and a direct route to the Rancho Mirage Community Park and amphitheater. Important synergies could be achieved by enhancing development on The River site and off-setting parking demand with additional on-site parking, as described below. PA-10 planning objectives include the following:

A. Enhanced and expanded commercial activity and optimized parking design and allocation.

B. Improved and iconic center identification along Highway 111 at Bob Hope Drive and Rancho Las Palmas Drive that facilitates access to the site.

C. Increased foot traffic and more “events” in the center open space and gathering areas.

D. Redesigned and reallocated parking areas that free up lands for additional development while ensuring safe, adequate and well-distributed parking.

E. New, additional commercial development that complements the destination nature of the center and that attracts and connects to other commercial and entertainment venues in the area, including the Rancho Mirage Amphitheater and future San Jacinto Arts Village.

K.3. PA-10 Planning Area Design Guidelines

Although key decisions have been made at The River, there are still important opportunities to further optimize this destination center, increase shopping/dining/entertainment opportunities and increase foot traffic for The River and surrounding businesses. In addition to consideration of expansion opportunities, there may also be opportunities for further architectural and landscape enhancements that enrich and update the center. Enhanced pedestrian access both within the project and along the center's perimeter, can also increase visitation.

A. Building on the diversity of architectural style used at The River, consider façade renovations and possible alterations in building massing that add to the solidity and richness of the center's architecture.

B. Encourage renovating the center's site identification and wayfinding signage, adding turning monument signage to enhance visibility, providing additional access drive signage, and wayfinding kiosks that are easier to read and are well integrated with overarching design themes.

C. Consider addition of permanent or seasonal shade sails at The River amphitheater and in the vicinity other public gathering spaces to extend the usefulness of these site assets.



D. Conduct additional venue planning at The River to enhance and expand opportunities for outdoor events and displays.

E. Explore the potential to convert limited parking areas at the corner of Rancho Las Palmas Drive and San Jacinto Drive to additional restaurant and/or entertainment locations.

F. Consider and explore modifications to The River water features as a means of creating additional usable outdoor space.

K.4. PA-10 Planning and Design Concepts

A significant opportunity exists at the southeast corner of Rancho Las Palmas and San Jacinto Drives to convert River parking to restaurant and entertainment venues, and at the same time better connect River activity with commercial and hospitality businesses to the west.

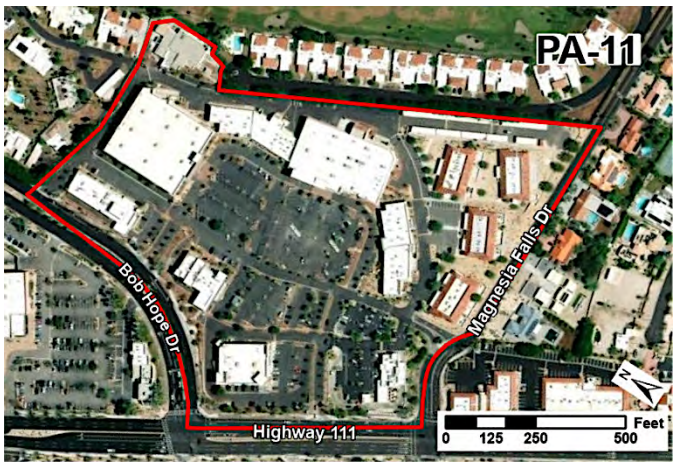
L. PA-11 Las Palmas

Built in 1978 with a major remodel in 2016, PA-11 is comprised primarily of the Rancho Las Palmas multi-tenant mixed use retail shopping center and includes the associated Magnesia Falls Plaza office park together on 22.41± acres at the northeast corner of Bob Hope Drive and Highway 111. Existing uses include a Hobby Lobby and a pharmacy (CVS) located adjacent to Highway 111. The shopping center also includes a bank, restaurants, and a variety of service commercial uses. The most recent addition to the center is the In-N-Out Burgers restaurant. The contiguous Magnesia Falls Plaza office park is located behind the retail center and is bounded on the east by Magnesia Falls Drive.



L.1. PA-11 Existing Conditions

The Rancho Las Palmas shopping center portion of PA-11 provides 167,500 leasable square feet of retail space in a traditional open-air retail center of community-scale. The composition of commercial businesses has changed over the years, evolving from a neighborhood center to more of a community center. Renovated in 2016, the center has recently (2022) built out. The Magnesia Falls Plaza office park provides 40,500± square feet gross leasable and office condo space.



L.2. PA-11 Planning Area Issues and Objectives

Access to PA-11 is from a signalized intersection at Highway 111 and Magnesia Falls Drive, and two additional unsignalized and access-restricted (right-in/right-out) access drives on Bob Hope Drive and Highway 111. The signalized Magnesia Falls Drive access is shared with a residential neighborhood just east of this center.

Site visibility from the highway is affected by the substantial difference in elevation. There is a leasing sign but no monument signage at the Magnesia Falls Drive corner.

There is no shaded parking within the retail center, but much of the office park parking is under shade structures and the center utilizes shade trees to provide relief from the desert sun. Shaded parking is a substantial benefit to shoppers, especially in the summer months. Given the elevation difference between Highway 111 and the retail center parking lots, there would be little or no impact on business visibility if shaded parking were to be added to on-site parking. PA-11 planning objectives include:

A. Improved and enhanced shopping center site identification signage that improves the site's visibility and facilitates easier identification and access.



B. An enhanced mix of uses that serve the local residential neighborhoods and businesses with essential commercial goods and services.





L.3. PA-11 Planning Area Design Guidelines

Recent Rancho Las Palmas shopping center renovations were envisioned as a clean and contemporary design, with natural materials and color schemes. Additional design guidelines and concepts applied to the existing center may enhance its competitiveness and market capture.

The following guidelines provide parameters for enhancements to site design, architecture and landscaping, as well as signage.

A. Consideration should be given to providing shaded parking areas throughout the center to enhance its desirability and extend shopping visits to the site.

B. To strengthen attraction to the shopping center, consideration should be given to temporary pavilions or permanent shade structures within less patronized parking.



C. Continue to identify, attract and retain a supermarket of appropriate scale to fill the current grocery store gap in the local market and further activate the center.

D. Renovating the center's site identification and wayfinding signage, with wayfinding kiosks that are easier to read and are well integrated with overarching design themes.

E. Special consideration should be given to vehicular flow through the shopping center. Instances of habitual congestion should be swiftly analyzed and remedied to ensure the long-term viability of the center.

L.4. PA-11 Planning and Design Concepts

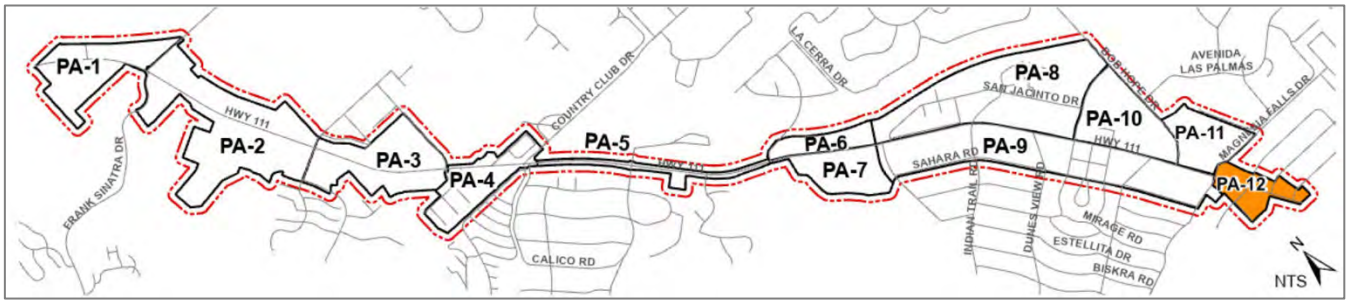
No specific development design concepts have been envisioned for this center, which is well established and recently updated and redesigned. The greatest challenge for the Rancho Las Palmas Shopping Center is to attract the appropriate and synergistic mix of uses that are supported by a solid neighborhood and broader market and have long-term stability.

The PA-11 design guidelines set forth above will help to strengthen aspects of the center and further elaborate design for more effective curb appeal. Rancho Mirage has a long-standing tradition of quality restaurants. As the dining out market changes and evolves, new and improved opportunities for indoor and outdoor dining at the center should be explored.

M. PA-12 East Gateway Area

PA-12 is the east Highway 111 gateway to the City and extends from Magnesia Falls Drive on the west to the city limits at Parkview Drive on the east. It is constrained by drainage facilities (East Magnesia Falls Channel), a bridge over the channel, topography on the west and a relatively shallow commercial corridor along the highway. The city limits boundary is also irregular, running along Parkview Drive, following the stormwater channel westward and then proceeding west (north) along the highway center line to about Rancho Road (extended). It then proceeds west again through an existing home furnishings store to the cul-de-sac terminus of Rio del Sol.





M.1. PA-12 Existing Conditions

PA-12 is a mix of retail commercial including home furnishings stores and design centers, resale centers (Goodwill), and professional and medical offices. The narrow commercial corridor is backed primarily by single family residential development and there are pedestrian connectors at the terminus of three cul-de-sacs on the east side of the corridor at Rancho, Desert and Barbara Drives. Vacant and developable lands are limited to the west side of the highway and east of the Rio del Sol cul-de-sac.



M.2. PA-12 Planning Area Issues and Objectives

Planning issues associated with PA-12 include the irregularly shaped city limits at the east boundary, the existing stormwater channel and associated bridge that obscure entry into the City proper. Additional issues include the narrowness of the commercial development area along the corridor, limited opportunities for new development and limited areas to establish identifying gateway treatments that announce entry into the City. Vacant lands are limited to two small parcels at the east terminus of Barbara Drive and lands on the west side of the corridor between Rio del Sol and Highway 111.

PA-12 continues to have an important role to play on the enhanced development of the Highway 111 corridor. These include its role as the east gateway to the City and the importance of a good first impression. It also includes building on the successful retail theme of home furnishings and design and optimizing the limited remaining



opportunities for new commercial development. Opportunities for redevelopment and building re-purposing are also available in PA-12. Based on these conditions, PA-12 planning objectives include the following:

A. City-identifying and distinguishing streetscape gateway treatment utilizing the public right-of-way, adjoining private lands and/or portions of the CVWD East Magnesia Falls Stormwater Channel located within the city limits.

B. A continuing and expanding land use pattern that capitalizes on the established home furnishings and design business theme and creates additional synergies for this retail niche.

C. Development and/or redevelopment at the southwest corner of Desert Drive and Highway 111 that incorporates the circular building in a manner that preserves the unique architecture while optimizing this and adjoining lands for commercial development.

D. Increased patronage to the City's design and furnishings centers in PA-12, including foot traffic, through events, sidewalk-oriented displays and other methods that increase activity at PA-12 retail venues.

M.3. PA-12 Planning Area Design Guidelines

The constraints and limitations within PA-12 are primarily structural; that is, they are associated with an irregular city boundary, a narrow commercial corridor, limited remaining vacant lands and changes in the retail landscape across many market segments. Nonetheless, important opportunities exist for the expansion and renovation of existing businesses and additional development that strengthens PA-12's comparative advantage as a multi-faceted home furnishings and design center. The following design and development guidelines are meant to facilitate the achievement of the above-cited objectives for this planning area.

A. The City should confer with CVWD and adjoining property owners regarding the design and installation of a non-vegetation-based entry design adjacent to the east gateway stormwater channel that identifies and distinguishes Rancho Mirage.

B. Maximize new and redevelopment at the southwest corner of Desert Drive and Highway 111 by allowing loading and other functional access to be taken from the Rio del Sol cul-de-sac.

C. Encourage the development of an integrated home furnishings design center that extends from and includes Les Jardins, adjoining vacant lands and the two buildings located along Desert Drive, with shared access and signage.

D. Encourage development and/or redevelopment at the southwest corner of Desert Drive and Highway 111 that incorporates the circular building in a manner that moves current access farther east, enhances the highway landscape treatment, and preserves the unique architecture, while optimizing this and adjoining lands for commercial development.

M.4. PA-12 Planning and Design Concepts

As noted, conditions in PA-12 impose several constraints on additional planning and design concepts that may further activate this east end of the Highway 111 corridor. In addition to the irregular city limits, the stormwater channel and narrow commercial area on either side of the corridor, there is limited vacant land still available for

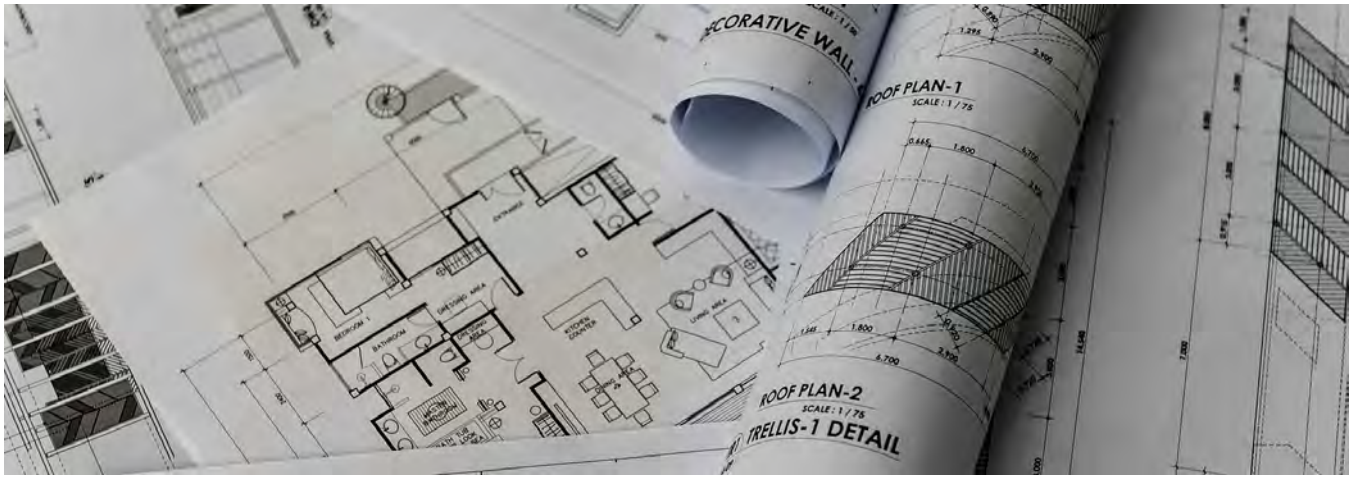
new development. However, PA-4 has a higher proportion of home furnishings and design outlets than other parts of the corridor, which is a comparative advantage that might be leveraged to strengthen and increase economic activity in this planning area.

An Integrated Design Center

Although the remaining vacant lands on the west side of the corridor are limited, they provide an opportunity to develop a multi-shop integrated design center with multiple outlets, common access and parking, and a shared design room in the current building. Loading and other service areas could be located off of Rio del Sol cul-de-sac, thereby freeing up highway-fronting lands for convenient consolidated access, distinctive signage and landscaping and easy walking distances between outlets. In addition to the round building, the adjoining professional medical offices might also be eventually adapted for additional design and showroom space.

CITY OF RANCHO MIRAGE

HIGHWAY 111 SPECIFIC PLAN



V. LAND USES AND DEVELOPMENT STANDARDS

This section of the Specific Plan serves as the Planning Area's Zoning Ordinance. Standards and regulations which are applied to the Specific Plan Area are described in detail below. These mandatory regulations strengthen, modify and replace chapters of the City of Rancho Mirage Zoning Ordinance. They regulate site planning and development, parking and lighting standards, signage and other parameters. When the City's Zoning Ordinance standards and regulations apply, a reference is made to the appropriate Section of the Zoning Ordinance.

A. Introduction

The Highway 111 corridor is divided into twelve (12) individual Planning Areas (PA) as shown on the Specific Plan Land Use Maps (Exhibits I-3 & I-4)) and establishes the official boundaries of the Planning Areas to which the Permitted Uses, Building Regulations and Standards apply. These regulations constitute the primary planning area-wide zoning provisions for the Highway 111 Specific Plan. These provisions apply to all Specific Plan PAs, except where PA-specific standards are set forth which take precedence.

The overall intent of these regulations is to guide development within all planning areas to ensure that each individual development project contributes to meeting the goals and objectives for the entire planning area. More specifically, the regulations are intended to:

- Provide opportunities for economically productive business enterprises.
- Establish uses and site development standards which contribute to the improvement of existing land use patterns.
- Provide for the nature and scale of uses which can make the most efficient use of available lands and the existing development pattern, as well as parcel size and shape.
- Achieve gradual improvement of older commercial, office and residential buildings through expansion of use, redevelopment, rehabilitation, landscaping, design improvements or any combination of these devices desired by the property owner(s) and supportable by the City.

- Contribute to the improvements of both visual and functional attributes of the corridor to help stimulate business activity.
- Enhance and diversify traffic flow on arterial highways, local streets and driveways that serve the area to accommodate new development and redevelopment or rehabilitation of existing areas; made possible in part by land use changes or intensification.
- Establish and enhance placemaking, as well as continuity and consistency of development through appropriate standards, within the Corridor.

B. Permitted Land Uses



The Specific Plan planning area is within and subject to the provisions of the City of Rancho Mirage General Plan. The planning area is comprised of diverse General Plan land use designations, including a mix of commercial, office, residential, and institutional uses. However, in some cases the Specific Plan modifies or limits some of the uses permitted under the General Plan. Generally permitted and conditionally permitted land uses are listed on Table I-1. Specifically permitted, conditionally permitted and prohibited land uses within each of the 12 planning areas are set forth in Table V-1, below. Certain limitations on permitted uses are applied in a few planning areas, as described in Section IV of this Plan.

The Permitted Uses Matrix depicted in Table (V-1) identifies a broad list of possible land uses for the Highway 111 planning area. The list of uses is intended to be complete enough to adequately describe the permitted uses that are compatible with the land use objectives for individual planning areas, as described in Section IV. The list of uses set forth below is not intended to be comprehensive.

Determination of Use
Whenever a proposed land use has not specifically been listed as being a permitted use in a particular Planning Area, it shall be the discretion of the Director of Development Services to determine if said use is (1) consistent with the objectives of the planning area, and (2) compatible with other listed permitted or conditionally permitted uses.

TABLE V-1
PERMITTED USES MATRIX

RANCHO MIRAGE HIGHWAY 111 SPECIFIC PLAN

P = Permitted
C = Conditional Use Permit
▲ = Prohibited
* New construction shall require approval of a Development Plan. For a use proposed within an existing building, an administrative Use and Occupancy Permit may suffice, as determined by the Director of Development Services, unless the proposed use requires approval of a Conditional Use Permit or other discretionary action.

		1	1A	2	2A	3	4	5	6	7	8	9	10	11	12
		PA 1 – WEST GATEWAY	PA 1a – RANCHO COVE	PA 2 – BIGHORN COVE	PA 2a – BIGHORN COVE	PA 3 –PETERSON ROAD	PA 4 – THUNDER ROAD	PA 5 –CENTRAL CORRIDOR	PA 6 –LIBRARY COMMONS	PA 7 – FIVE PEAKS	PA 8 – SAN JACINTO ARTS	PA 9 – MAGNESIA FALLS S	PA 10 – THE RIVER	PA 11 – LAS PALMAS	PA 12 – EAST GATEWAY
RESIDENTIAL[1]	ASSISTED LIVING FACILITIES	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
	CHILD DAY CARE – UP TO 8	P	P	P	P	P	P	▲	C	P	P	P	▲	▲	▲
	CHILD DAY CARE – 9 PLUS	C	C	C	C	C	C	▲	C	C	C	C	C	C	C
	COMMUNITY APARTMENTS AND CONDOMINIUMS	▲	C	C	C	C	C	▲	▲	C	C	C	C	C	▲
	GROUP HOMES (6 OR FEWER BEDS)	P	P	P	P	▲	P	▲	▲	P	P	P	▲	▲	▲
	HOME OCCUPATIONS	P	P	P	P	P	P	▲	▲	P	P	P	P	P	P
	LIVE/WORK	▲	C	▲	P	▲	▲	▲	▲	C	P	C	C	C	▲
	MOBILE HOME PARKS	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
	MULTIFAMILY HOUSING	▲	C	C	C	C	P	▲	▲	C	C	C	▲	▲	▲
	STATE LICENSED RESIDENTIAL CARE HOMES (6 CLIENTS OR LESS)	P	P	▲	▲	P	P	▲	▲	▲	P	P	▲	▲	▲
NONRESIDENTIAL	PRIVATE CEMETERIES	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
	PUBLIC UTILITY FACILITIES	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
	ANIMAL KEEPING	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
EDUCATION, PUBLIC ASSEMBLY, AND RECREATION	CHURCHES/PLACES OF WORSHIP	C	C	C	C	C	C	▲	▲	C	C	▲	▲	▲	C
	SPORTS COURT, PRIVATE (INCLUDING LIGHTED)	C	C	C	C	▲	▲	▲	▲	C	C	▲	▲	▲	▲
	TRAILS	P	P	P	P	▲	▲	▲	P	P	▲	▲	▲	▲	▲

TABLE V-1
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		1	1A	2	2A	3	4	5	6	7	8	9	10	11	12
		PA 1 – WEST GATEWAY	PA 1a – RANCHO COVE	PA 2 – BIGHORN COVE	PA 2a – BIGHORN COVE	PA 3 –PETERSON ROAD	PA 4 – THUNDER ROAD	PA 5 –CENTRAL CORRIDOR	PA 6 –LIBRARY COMMONS	PA 7 – FIVE PEAKS	PA 8 – SAN JACINTO ARTS	PA 9 – MAGNESIA FALLS S	PA 10 – THE RIVER	PA 11 – LAS PALMAS	PA 12 – EAST GATEWAY
EDUCATION, PUBLIC ASSEMBLY, AND RECREATION	COMMUNITY/CULTURAL CENTERS	C	C	C	C	C	C	▲	P	C	C	C	C	▲	C
	HEALTH/FITNESS CENTERS	P	P	P	P	P	P	▲	P	P	P	P	P	P	P
	INDOOR AMUSEMENT/ ENTERTAINMENT CENTERS	C	C	C	C	C	C	▲	▲	C	C	C	P	P	C
	LIBRARIES AND MUSEUMS	P	P	P	P	P	P	▲	P	P	P	P	P	P	P
	MEMBERSHIP ORGANIZATION FACILITIES	C	C	C	C	C	C	▲	▲	C	C	C	C	C	C
	NIGHTCLUBS, WITH OR WITHOUT FOOD SERVICE	C	▲	C	▲	▲	▲	▲	▲	▲	▲	▲	C	C	▲
	OUTDOOR RECREATION, COMMERCIAL	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
	SCHOOLS, PRIVATE	C	C	C	C	C	C	▲	▲	▲	C	C	C	C	C
	STUDIOS—ART, DANCE, MUSIC, PHOTOGRAPHY, ETC.	P	P	P	P	P	P	▲	P	P	P	P	P	P	P
	THEATERS, AUDITORIUMS, AND MEETING HALLS	P	C	P	C	▲	▲	▲	C	P	P	▲	P	P	▲
RETAIL TRADE/ PRODUCTS	ART, ANTIQUES, COLLECTIBLES, AND GIFTS	P	P	P	P	P	P	▲	▲	P	P	P	P	P	P
	AUTOMOBILE SALES (NEW WITH INCIDENTAL USED)	C	C	C	C	▲	▲	▲	▲	P	C	C	▲	▲	▲
	AUTO (MOTOR VEHICLE) PARTS AND SUPPLIES	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
	BARS AND ALCOHOLIC BEVERAGE DRINKING PLACES, ON-SITE CONSUMPTION	C	C	C	▲	C	C	▲	▲	C	C	▲	P	C	C

TABLE V-1
PERMITTED USES MATRIX

RANCHO MIRAGE HIGHWAY 111 SPECIFIC PLAN

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* New construction shall require approval of a Development Plan. For a use proposed within an existing building, an administrative Use and Occupancy Permit may suffice, as determined by the Director of Development Services, unless the proposed use requires approval of a Conditional Use Permit or other discretionary action.

		1	1A	2	2A	3	4	5	6	7	8	9	10	11	12
		PA 1 – WEST GATEWAY	PA 1a – RANCHO COVE	PA 2 – BIGHORN COVE	PA 2a – BIGHORN COVE	PA 3 –PETERSON ROAD	PA 4 – THUNDER ROAD	PA 5 –CENTRAL CORRIDOR	PA 6 –LIBRARY COMMONS	PA 7 – FIVE PEAKS	PA 8 – SAN JACINTO ARTS	PA 9 – MAGNESIA FALLS S	PA 10 – THE RIVER	PA 11 – LAS PALMAS	PA 12 – EAST GATEWAY
RETAIL TRADE/ PRODUCTS	BREWERY/DISTILLERY	C	C	C	▲	C	C	▲	▲	C	C	C	P	C	C
	BUILDING MATERIAL STORES	C	▲	C	▲	C	C	▲	▲	▲	C	▲	C	C	C
	CONSIGNMENT STORES	▲	▲	▲	▲	C	▲	▲	▲	▲	▲	▲	C	C	C
	CONVENIENCE STORES	C	▲	C	▲	C	C	▲	▲	C	C	▲	▲	C	▲
	DRUG STORES WITH DRIVE-THROUGH	C	C	C	▲	C	C	▲	▲	C	▲	▲	C	C	▲
	FOOD PRODUCTS W/ RETAIL	P	P	P	P	P	P	▲	▲	P	P	P	P	P	P
	FURNITURE, FURNISHINGS AND EQUIPMENT STORES	C	C	C	C	C	C	▲	▲	C	C	P	P	P	P
	GLASS PRODUCTS (INCLUDING LIMITED ONSITE MANUFACTURING)	▲	▲	▲	▲	▲	▲	▲	▲	▲	P	▲	▲	▲	▲
	GROCERY STORES	P	C	P	C	C	P	▲	▲	P	P	▲	P	P	P
	LIQUOR STORES, OFF-SITE CONSUMPTION	▲	▲	C	▲	C	C	▲	▲	C	C	▲	C	C	▲
	RESTAURANTS, FAST FOOD (LARGE SCALE SHOPPING CENTERS ONLY)	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
	RESTAURANTS, SPECIALTY	P	P	P	P	P	P	▲	C	P	P	P	P	P	P
	RESTAURANTS, STANDARD	P	P	P	P	P	P	▲	▲	P	P	P	P	P	P
	RETAIL STORES, GENERAL MERCHANDISE	P	P	P	P	P	P	▲	▲	P	P	P	P	P	P
	SHOPPING CENTERS	P	P	P	P	P	P	▲	▲	P	P	P	P	P	P
	CIGAR LOUNGE	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
	TEXTILE PRODUCTS W/ RETAIL	▲	▲	▲	▲	▲	▲	▲	▲	▲	C	▲	▲	▲	▲
	WAREHOUSE RETAIL STORES	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲

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		1	1A	2	2A	3	4	5	6	7	8	9	10	11	12
		PA 1 – WEST GATEWAY	PA 1a – RANCHO COVE	PA 2 – BIGHORN COVE	PA 2a – BIGHORN COVE	PA 3 –PETERSON ROAD	PA 4 – THUNDER ROAD	PA 5 –CENTRAL CORRIDOR	PA 6 –LIBRARY COMMONS	PA 7 – FIVE PEAKS	PA 8 – SAN JACINTO ARTS	PA 9 – MAGNESIA FALLS S	PA 10 – THE RIVER	PA 11 – LAS PALMAS	PA 12 – EAST GATEWAY
RETAIL TRADE/ PRODUCTS	BANKS AND FINANCIAL SERVICES	P	P	P	P	P	P	▲	▲	P	P	P	P	P	P
	BUSINESS SUPPORT SERVICES ≤ 2,000SF	P	P	P	P	P	P	▲	▲	P	P	P	P	P	P
	CAR (MOTOR VEHICLE) WASH	C	▲	C	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
	HOTELS	P	P	P	P	P	C	▲	▲	P	P	P	C	C	P
	LAUNDROMATS, SELF-SERVICE AND DRY CLEANING, DROP-OFF	C	C	C	▲	C	C	▲	▲	C	C	P	P	P	▲
	MEDICAL SERVICES, CLINICS, AND LABS	P	P	P	P	P	P	▲	▲	P	P	P	P	P	P
	MORTUARIES AND FUNERAL PARLORS	C	▲	C	▲	C	C	▲	▲	C	C	C	C	C	C
	OFFICES, PROFESSIONAL	P	P	P	P	P	P	▲	▲	P	P	P	P	P	P
	PERSONAL SERVICES (MASSAGE EXCLUDED)	P	P	P	P	P	P	▲	▲	P	P	P	P	P	P
	REPAIR AND MAINTENANCE, VEHICLES	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
	SERVICE STATIONS	C	▲	C	▲	▲	C	▲	▲	▲	▲	C	▲	▲	C
	SPA FACILITIES	P	P	P	P	P	P	▲	▲	P	P	P	P	P	P
	VETERINARIAN CLINICS AND ANIMAL HOSPITALS	C	▲	C	C	C	▲	▲	▲	C	▲	C	▲	C	▲
TRANSPORTATION AND COMMUNICATION FACILITIES	TEMPORARY PARKING LOTS (IN COMPLIANCE WITH CITY IMPROVEMENT STANDARDS)	C	C	C	C	C	C	▲	P	C	C	C	C	C	C
	TRANSIT STATIONS AND TERMINALS	C	▲	C	▲	C	C	▲	▲	C	C	C	C	C	C

TABLE V-1 **PERMITTED USES MATRIX** **RANCHO MIRAGE HIGHWAY 111 SPECIFIC PLAN** **P** = Permitted **C** = Conditional Use Permit ▲= Prohibited * New construction shall require approval of a Development Plan. For a use proposed within an existing building, an administrative Use and Occupancy Permit may suffice, as determined by the Director of Development Services, unless the proposed use requires approval of a Conditional Use Permit or other discretionary action.		**1** **PA 1 – WEST GATEWAY**	**1A** **PA 1a – RANCHO COVE**	**2** **PA 2 – BIGHORN COVE**	**2A** **PA 2a – BIGHORN COVE**	**3** **PA 3 –PETERSON ROAD**	**4** **PA 4 – THUNDER ROAD**	**5** **PA 5 –CENTRAL CORRIDOR**	**6** **PA 6 –LIBRARY COMMONS**	**7** **PA 7 – FIVE PEAKS**	**8** **PA 8 – SAN JACINTO ARTS**	**9** **PA 9 – MAGNESIA FALLS S**	**10** **PA 10 – THE RIVER**	**11** **PA 11 – LAS PALMAS**	**12** **PA 12 – EAST GATEWAY**
TRANSPORTATION AND COMMUNICATION FACILITIES	VEHICLE STORAGE FACILITIES	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
	WIRELESS FACILITIES[2]														

1. Residential uses within Planning Areas 1, 2, 4, 7, 8, and 9 are subject to the Mixed Use (M-U) development standards. Identification of a residential use as permitted or conditionally permitted in this table does not modify or supersede the maximum 20% residential component or other applicable M-U standards.
2. All wireless facilities are subject to review under the Wireless Master Plan

C. Development Standards

Planning Area Development Standards are derived and adapted from the City's existing land use zone regulations. The land use and design concepts established for some planning districts have direct bearing on this customization process. For example, the Highway 111 landscape easement and front setback regulations provide the space necessary for implementation of the Specific Plan landscape concept. The Development Standards Matrix also identifies special conditions for certain Planning Areas. The Specific Plan development standards are presented in Table V-2. All development in the Highway 111 planning area must conform to these standards. In the event the Specific Plan is silent on a particular regulation or standard, the City Zoning Ordinance shall prevail. In instances where a conflict arises between a Specific Plan regulation or standard and the City Zoning Ordinance the Specific Plan shall prevail.

Table V-2
Planning Area Standards Quick Reference Guide: PA 1-6

	PA 1 WEST GATEWAY	PA 2 BIGHORN COVE	PA 3 PETERSON ROAD	PA 4 THUNDER ROAD	PA 5 CENTRAL CORRIDOR	PA 6 LIBRARY COMMONS
Land Use Types	M-U; C-G	M-U; C-G; P/CH; OS/PP	C-G	C-N; M-U, R-H-SP	OS/PP	P/L; OS/W
Density[1] (DU/AC), min- max	16-28 DU	16-28 DU	N/A	16-28 DU	N/A	N/A
Height[2] (Story/FT)	1/20’	1/20’	2/25’	1/20’	N/A	2/25’
Lot Coverage, max	35%	35%	35%	35%	N/A	35%
Open Space/ Landscaping, min.[3]	15%	15%	15%	15%	N/A	15%
Side Setback, min	5’	5’	5’	5’	N/A	5’
Front Setback, min. from Public Right-of-Way (Building Height: Setback)	≤ 20’: 25’ > 20’: Add 3’ setback per 1’ in add. height	≤ 20’: 25’ > 20’: Add 3’ setback per 1’ in add. height	≤ 20’: 25’ > 20’: Add 3’ setback per 1’ in add. height	≤ 20’: 25’ > 20’: Add 3’ setback per 1’ in add. height	N/A	≤ 20’: 25’ > 20’: Add 3’ setback per 1’ in add. height
Rear Setback, min	25’	25’	25’	25’	N/A	25’
Street Side Setback, min.	15’	15’	15’	15’	N/A	15’
Min. Private Res. Outdoor Space [SF]	300 SF	300 SF	N/A	225 SF	N/A	N/A
Min. Distance Between Buildings (FT)	Res: 20’ Comm: 10’	Res: 20’ Comm: 10’	10’	Res: 20’ Comm: 10’	N/A	10’

1. Higher densities are not guaranteed. A project will need to meet site performance standards and will be subject to higher design standards to qualify.
2. A one-story or 20-foot building height is preferred to maintain a lower-scale development pattern. Greater building heights may be permitted subject to a 3:1 additional setback ratio for building height above 20 feet.
3. Open Space/Landscaping refers to common open space shared by a project/development and other landscape requirements for frontages, parking lots, corner treatments, etc. Open space also includes private residential amenities such as pools, child play areas, BBQ areas, sport fields/courts, etc. Additional open space may be required by the Director for residential planning areas.

Table V-3
Planning Area Standards Quick Reference Guide: PA 7-12

	PA 7 FIVE PEAKS	PA 8 SAN JACINTO ARTS	PA 9 MAGNESIA FALLS S.	PA 10 THE RIVER	PA 11 LAS PALMAS	PA 12 EAST GATEWAY
Land Use Types	M-U; C-G; OS/W	R-H; MU	M-U; C-G; O; OS/W	C-G; P/PO	C-N; O	C-G
Density[1] (DU/AC), min- max	16-28 DU	16-28 DU	16-28 DU	N/A	N/A	N/A
Height[2] (Story/FT)	1/20’	1/20’	1/20’	3/40’	2/25’	2/25’
Lot Coverage, max.	35%	35%	35%	35%	35%	35%
Open Space/ Landscaping, min.[3]	15%	15%	15%	15%	15%	15%
Side Setback, min	5’	5’	5’	5’	5’	5’
Front Setback, min. from Public RW (Building Height: Setback)	≤ 20’: 25’ > 20’: Add 3’ setback per 1’ in add. height	≤ 20’: 25’ > 20’: Add 3’ setback per 1’ in add. height	≤ 20’: 25’ > 20’: Add 3’ setback per 1’ in add. height	≤ 20’: 25’ > 20’: Add 3’ setback per 1’ in add. height	≤ 20’: 25’ > 20’: Add 3’ setback per 1’ in add. height	≤ 20’: 25’ > 20’: Add 3’ setback per 1’ in add. height
Rear Setback, min	25’	25’	25’	10’	10’	25’
Street Side Setback, min.	15’	15’	15’	15’	15’	15’
Min. Private Res. Outdoor Space (SF)	300 SF	300 SF	300 SF	N/A	N/A	N/A
Min. Distance Between Buildings	Res: 20’ Comm: 10’	Res: 20’ Comm: 10’	Res: 20’ Comm: 10’	10’	10’	10’

1. Higher densities are not guaranteed. A project will need to meet site performance standards and will be subject to higher design standards to qualify.
2. A one-story or 20-foot building height is preferred to maintain a lower-scale development pattern. Greater building heights may be permitted subject to a 3:1 additional setback ratio for building height above 20 feet.
3. Open Space/Landscaping refers to common open space shared by a project/development and other landscape requirements for frontages, parking lots, corner treatments, etc. Open space also includes private residential amenities such as pools, child play areas, BBQ areas, sport fields/courts, etc. Additional open space may be required by the Director for residential planning areas.

D. Development Incentives

This section of the Development Standards outlines incentives for urban amenities that will enhance the quality of life within the Specific Plan area. The fundamental strategy being supported by the following measures is the simplification of development standards and streamlining processes to provide an incentive to draw development and re-development to the Specific Plan area. This section provides the framework and requirements for implementing measures such as: land use modifications, parking reductions, fee incentives, process streamlining and incentive zoning.

Table V-4
Development Incentives

PARKING ADJUSTMENTS		
Finding the balance between too much and not enough parking is one of the most challenging aspects of development planning, especially for a multi-use site. The historical, conventional pattern of development does not adequately take into consideration joint-use or shared parking. The Specific Plan gives land use synergies, alternative transportation and reciprocal parking plans more attention so that the emphasis is on the dynamic and activated parts of the development and less on the parking. The following parking adjustment factors may be taken into consideration for some types and intensities of development. (See Table V-4 for General Parking Standards).		
FACTOR		**TYPICAL ADJUSTMENT**
Affordable Housing	Housing for moderate, low, or very low-income levels	Reduce standard requirements up to 20%
Employment Density	Number of employees per acre.	Reduce standard requirements up to 10% in areas with 50 or more employees per gross acre on a case by case basis with exceptional design and site layout.
Reciprocal Parking	Ability to share parking facilities with other nearby land uses.	Parking reductions are available on a case-by-case basis depending on the differences in peak demand of uses (e.g. shared parking between office space and a restaurant/bar) See RMMC 17.26.050.
Source: *Parking Management Comprehensive Implementation Guide,* prepared by Todd Litman, Victoria Transport Policy Institute, June 5, 2020. Adapted from Table 12: Parking Requirement Adjustment Factors		
DENSITY INCREASE		
Affordable Housing	**Low/Very Low-Income Housing:** Any multi-family project in the Specific Plan's AHO zone that proposes housing with 90% or more of its units defined as "low income or very low income" has the ability to earn a density bonus up to 34 dwelling units per acre. Density will be determined by the project's ability to meet site performance standards. Higher densities are not guaranteed.	
Commercial Site Coverage Increases	**Commercial Uses**: An increase in permitted lot coverage will be considered on a case-by-case basis and premised upon increased and enhanced architecture, landscaping, open space, and other development enhancements.	

1. Affordable Housing Density Bonus (Adapted from RMMC 17.22)

The purpose of the affordable housing overlay ("AHO") is to encourage the development of affordable housing for low, very low and extremely low-income households. The AHO serves to implement the housing element goal of providing new housing that addresses affordable housing needs in the City by establishing development regulations for designated housing opportunity sites. Consistent with State density bonus law (California Government Code Section 65915) this incentive will allow any multi-family project in the Specific Plan's AHO, with 5 or more units, which includes affordable housing, to earn a density bonus up to 34 dwelling units per acre.

The amount of density bonus to which the applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds the base percentage established in Section 17.22.020(B), as shown in Table V-3.

E. General Provisions

The following regulations apply to all planning areas and uses within the Specific Plan area. Many of the general regulations come directly from the City Zoning Ordinance and are noted in parentheses.

1. General Design Considerations (Adapted from RMMC 17.20.040)

A. Proposed development shall be of a quality and character consistent with the Highway 111 Specific Plan adopted design guidelines and policies including building massing, colors, compatibility, height and horizontal limits, roof pitch, scale, building material, and the preservation of privacy.
B. The project design in the Specific Plan area shall protect and enhance community appearance with balanced designs that avoiding excessive or incoherent variety and overly monotonous repetition.
C. Proposed signs and landscaping shall be integral design elements which do not overwhelm or dominate the project or the streetscape or views from the public right of way.
D. Exterior lighting shall be limited to the greatest extent practicable and shall incorporate lighting fixtures and levels of illumination that are energy efficient, stationary, shielded and directed away from all adjoining properties and public rights-of-way in compliance with Section 17.18.050 (Exterior glare, heat, and light).
E. Mechanical equipment, storage, trash areas, and utilities shall be located out of public view or architecturally screened to the satisfaction of the director. The design of all buildings shall incorporate provisions for screening of all ground and roof-mounted mechanical equipment. Said equipment shall be screened from view from adjacent public rights-of-way and surrounding private property. In order to ensure screening of roof-mounted mechanical equipment, the elevations, cross-sections and construction plans shall clearly demonstrate to the satisfaction of the planning division and building official that the roof-mounted equipment will be at or below parapet height or approved architectural screening device.
F. Site access, parking, loading, and drive aisles shall be designed to be safe and efficient.
G. The proposed development shall be designed to protect sensitive land uses by promoting a harmonious and compatible transition in terms of scale and character between areas of different land uses/zoning districts.
H. All structure elevations shall be architecturally treated and enhanced appropriate to the structure's use and surrounding structures and uses.
I. Accessory structures, including parking structures, shall be architecturally compatible with both the main (on-site) and surrounding structures.
J. Both sides of all perimeter walls or fences shall be architecturally treated.
K. Additions and alterations to existing structures shall be substantially the same in appearance (or an improvement, if determined necessary by the director) as the original, to the greatest extent possible, especially use of exterior color, materials, and roof line(s).
L. Except for single-family parcels, no portion of a parcel shall be unimproved at the time of occupancy. All unpaved areas shall be graded, planted, and properly maintained at all times in compliance with Chapter 17.24 (Landscaping Standards).

2. Height Determination (Adapted from RMMC 17.20.100)

Determining proper building height requires considering a variety of parameters. The Specific Plan encourages careful attention to appropriate building height, scale and massing. They are essential to creating a pedestrian-friendly space. The goal is to strike a balance between varying site conditions, grades, drainage and other conditions, and permissible building height.

A. The building's height shall fit with the Planning Area in which it is located. The building height shall be determined from the finished grade to the highest point of the structure, excluding chimneys and vents.

B. Pad elevations shall be determined by the Director and the City Engineer based on the following criteria:
   1. Flood control;
   2. Site drainage;
   3. Viewshed protection from both public and private property;
   4. Protection of privacy of surrounding properties including consideration of the location of windows, doors, balconies and decks;
   5. Building setback in relationship to building height and property lines;
   6. Sightline and building envelope analysis;
   7. Sewer line grade and location; and
   8. Necessary slopes and retaining walls

C. Perimeter fences, or walls, shall not exceed six (6) feet in height. The height shall be measured from the finished grade of the property.

D. Architectural walls integral to the building design, attached to the building or structure may exceed six feet in height, subject to review by the Director of Development Services.

E. To protect safe sight-distance for vehicular movement, sight obstructing fences, walls, vegetation, or other obstructions shall not exceed 36-inches in height when located in a front setback.

F. Free-standing flagpoles may not exceed the building height restrictions of the Planning Area in which they are located.

Additional Plan-Wide Regulations: Height Restrictions

- In addition to the minimum required setbacks for buildings, if additional height is approved, the setbacks shall be increased a minimum of three (3) feet for each one (1) foot of additional building height from the building setback line

- Enhanced buffering, including additional setbacks, walls and landscaping, may be required to protect and limit unreasonable impacts to surrounding properties.

- In order to ensure the preservation and enhancement of scenic viewsheds, a visual analysis may be required evaluating building proportions, massing, height and setback, and other aspects of proposed development that could result in significant adverse impacts to corridor viewsheds.

- All aspects of project design must demonstrate compatibility and harmony with existing and planned surrounding development, land use designations, and Specific Plan development standards and guidelines.

- Architectural projections and/or architectural-identity features in excess of maximum building height may be considered on a project-by-project basis if demonstrated to be a component of superior design.

3. Parking Standards[1] (Adapted from RMMC 17.26)

The following parking standards are adapted from RMMC 17.26 and have been modified to meet the needs of the Specific Plan planning area and uses. The purpose of this section is to assure the provision and maintenance of safe, adequate, well designed off-street parking facilities in conjunction with any use or development. The intent is to reduce street congestion and traffic hazards and to promote an attractive environment through design and landscaping standards for parking areas. Each use shall provide at least the minimum number of off-street parking spaces required by this section, except where additional spaces is required through land use permit or approval.

[1] Parking Generation, 3rd & 4th Editions, Institute of Transportation Engineers. Parking rates have been adjusted based on local markets, development opportunities, increased multi-modal diversity and changing retail and other land use patterns.

A. *Parking Requirements By Land Use.* Each land use shall be provided the number of off-street parking spaces identified in Table V-5 below. Additional spaces may be required or approved through approval of a discretionary permit.
B. *Expansion of Structure, Change in Use*. When a structure is enlarged or increased in capacity or intensity, or when a change in use requires more off-street parking, additional parking spaces shall be provided in compliance with this section. The adequacy for existing parking for proposed new uses in existing buildings shall be determined by the Director on a case-by-case basis.
C. *Multi-Tenant Sites.* A site with multiple tenants shall provide the aggregate number of parking spaces required for each separate use; except where the site was developed comprehensively as a shopping center, the parking ratio shall be that required for the shopping center as a whole as identified in Table V-5. An additional exception is provided when the parking is developed in compliance with RMMC 17.26.050 (Adjustments to off-street parking requirements) and Table V-4 Development Incentives.
D. *Uses Not Listed*. Land uses not specifically listed in Table V-1 shall provide parking as required by the Director. The Director shall use the standards identified in Table V-5 as a guide in determining the minimum number of off-street parking spaces to be provided.
E. *Rounding of Quantities.* When calculating the number of parking spaces required, fractional spaces shall be rounded to the nearest whole number.
F. *Excessive Parking.* The parking standards established in this section are minimum standards. Off-street parking spaces in excess of these standards is discouraged but may be approved in conjunction with a discretionary permit or approval, when additional landscaping and pedestrian improvements are also provided.
G. *Company-Owned Vehicles.* The number of parking spaces required by this section does not include spaces needed for the parking of company-owned vehicles. Parking spaces for company-owned vehicles shall be provided in addition to the requirements for a particular land use.
H. *Parking Requirements by Land Use.* The following minimum number of parking spaces shall be provided for each land use.

Table V-5
Highway 111 Specific Plan
General Parking Standards

New Use in Existing Building	The adequacy for existing parking for proposed new uses in existing buildings shall be determined by the Director on a case-by-case basis.
Commercial	• General Retail: 1/250 GSF[1] • Appliances, furniture, etc.: 1/250 GSF • Automobile Parts Sales: 3/1000 GSF • Restaurants (Sit-down): 10/1000 GSF • Banks & Financial Services: 1/300 GSF • Supermarket: 5/1000 GSF • Shopping Center: 4/1000 GSF • Free-standing Discount/Consignment Stores: 1/250 GSF • Pharmacy/Drugstore (w & w/o drive-thru): 1/250 GSF • Convenience Market (w/o fuel): 1/250 GSF • Convenience Market (w/fuel): 5/1000 • Hardware & Paint Stores (up to 8,000 SF): 1/500 GSF; 1/250 SF of additional GSF • Furniture & Carpet Stores: (up to 8,000 SF): 1/500 GSF; 1/250 SF of additional GSF • Hotel/Motel, Suburban: 1/occupiable room • Resort Hotel: 1.2/occupiable room • Health/Fitness Club: 1/200 GSF

Table V-5
Highway 111 Specific Plan
General Parking Standards

Office	• Clinics & Medical Offices: 1/200 GSF[2] • Offices Professional: 1/250 GSF
Residential	• Apartments - Studio/1 Bedroom: 1 covered/unit and 1 off-street guest space for every 2 units. • Apartments - 2+ bedrooms: 1.5 covered/unit and 1 off-street guest space for every 2 units. • Duplex/Condo: 2 covered/unit: 1 off-street guest space for every 2 units • Duplex/Condo w/10+ units: 2 covered/unit: 1 guest space /every 5 units • Senior Adult Housing: 0.75 covered/unit plus 1 off-street space for each 2 units for guests and employees.
Mixed-Use	Sum and interaction of commercial and/or residential uses. Determined by discretionary permit or use approval.
Public	• Museum: 1/1000 GSF • Governmental Offices: 1/250 SF; Dependent on use, adjacent use synergies, and discretion of Director. • School: 0.5 per student • Child Care/Day Care: 1/250 GSF
Adapted from RMMC 17.26.040 Table 3-6 Parking Requirements by Land Use. Sources: Derived and adapted from ITE Parking Generation 3rd and 4th Editions. 1. GSF = Gross square feet; equivalent to gross lease area (GLA) 2. Dependent upon type of medical use or service and at discretion of Director.	

Provision and Design Requirements

- Off-street parking will be allocated and provided in the Specific Plan area in accordance with the Standards set forth in Table V-4, above, and otherwise in accordance with Chapter 17.26 of the City of Rancho Mirage Zoning Ordinance where not addressed in this Specific Plan.
- Off-street parking for commercial office and retail uses will be constructed in the form of landscaped parking plazas. These plazas will be shared and maintained by adjacent commercial users.
- Parking area design requirements will be in accordance with the guidelines included in this Specific Plan and are in addition to City design standards. Specific Plan design guidelines will take precedence in the event of conflict (see Section VI: Design Guidelines).

Reciprocal Parking Opportunities

If there is a strong opportunity for a viable reciprocal parking program between two or more properties, the required number of spaces may be reduced by the number of shared spaces available. Indicators of a viable reciprocal parking program are as follows:

- Spaces to be shared are within 350 feet of the respective projects.
- Spaces to be shared must have a different peak usage period as determined by the "Representative Hourly Accumulation by Percentage of Peak Hour" table in Section 17.26.050 of the Rancho Mirage Zoning Ordinance.
- The spaces to be shared will be available on a continuous basis as evidenced by an agreement between property owners, non-exclusive easement or other instrument as may be approved by the City Attorney.

Commercial Vehicle Parking

- Vehicles that display any form of advertising for a commercial enterprise, including names, phone numbers, logos or associated artwork, are prohibited from parking in street rights-of-way or private parking lots within public view (visible from a public roadway).
- Parking for commercial vehicles is limited to properly screened loading areas and other approved off-street parking that is properly screened from public view.
- Commercial vehicles include, but are not limited to, cars, trucks, vans, trailers and motorized cycles.

Access (RMMC 17.20.030)

- Every use or structure shall have frontage upon a public street or permanent means of access to a public street by way of a public or private easement, or recorded reciprocal access agreement. (Ord. 777 § 1 (Exh. A), 2002)

4. Fences, Hedges, and Walls (Adapted from RMMC 17.20.070)

The following standards shall apply to the installation of all fences, walls and hedges:

A. On a corner lot, no fence, wall, hedge, sign or other structure, shrubbery, mounds of earth, or other visual obstruction over 36-inches in height above the nearest street curb elevation shall be erected, placed, planted, or allowed to grow within a Traffic Safety Sight Area.
B. When there is a difference in the ground level between two adjoining lots, the height of any fence or wall constructed along the property line shall be determined by using the finished grade of the highest contiguous lot.
C. Only one type of fence or wall design shall be permitted on any one parcel or development. The design may include an appropriate mix of materials subject or the approval of the Director.
D. The provisions of this Section shall not apply to a fence or wall necessary as required by any law or regulation of the City or the State of California or any agency thereof.
E. The use of chain link, barbed wire, electrified fence, or razor wire fence in conjunction with any fence, wall, or hedge, or by itself within any zone, with the exception of chain link used for tennis courts, is prohibited unless required by any law or regulation of the City, the State of California or any agency thereof.

Additional Plan-Wide Regulations: Wall and Window Design

The following design, color and materials standards shall apply to all exterior building wall construction:

- As a dominant feature of all development, restraint must be exercised in the number of permissible wall finish materials. Building colors shall harmonize with surface materials, which typically include stucco, concrete or block, and shall implement and complement the project or development overall design program.

5. Projections/Constructions Permitted Into Setbacks (Adapted from RMMC 17.20.150)

Projections and overhangs may encroach up to 30% of the required setback. Special considerations for high quality and/or unique design shall be given at the discretion of the Director and must still comply with municipal fire code.

6. Screening and Buffering (RMMC 17.20.140)

This section establishes standards for the screening, buffering, and separation of adjoining residential and nonresidential land uses, especially important in harmonious mixed-use development.

A. Screening. Between Different Land Uses. Wherever a parcel zoned for commercial or institutional purposes adjoins a residential zoning district/use, at the time of nonresidential construction there shall be erected along the property line adjoining the residential zoning district/use a six-foot high solid decorative wall with a stucco or equivalent finish. The wall shall be architecturally treated on both sides, subject to the approval of the Development Services Director. Gates and paseos that provide secure pedestrian and bicycle access between the commercial and residential uses are encouraged.

Additional Wall Height The wall separating the nonresidential use from adjoining residential use/district may exceed six feet, up to a maximum of eight feet in height for increased screening, as measured from the finished grade of the affected residential property, if all of the following requirements are met:

1. Walls exceeding six feet in height shall be subject to approval or modification of a development plan permit;
2. Increased wall heights shall be allowed where additional height is necessary to protect the privacy of residents from intrusive elements of adjacent nonresidential development;
3. Increased wall heights shall be allowed only in locations where existing or future residents' mountain views would not be adversely impacted; and
4. Walls exceeding six feet in height may be installed only if all structural requirements are met as determined by the city building official.

B. Mechanical Equipment. Any mechanical equipment, whether on the roof, side of structure, or ground, shall be properly screened from public view. The method of screening shall be architecturally compatible in terms of colors, materials, shape, and size. The screening design and construction shall be subject to the approval of the director and shall blend with the design of the structure and include appropriately installed and maintained landscaping when on the ground. In addition, mechanical equipment and screening shall be installed as follows:

1. Located back of the front setback line;
2. Vents located not less than five feet from any screening wall; and
3. Screening wall material, color, and textures to match the adjoining structure or the perimeter wall.

C. Noise Buffering. Walls separating residential properties from adjacent arterial streets may exceed six feet, up to a maximum of eight feet, as measured from the finished grade of the residential property if all of the following requirements are met:

1. The additional height is necessary to reduce existing motor vehicle noise levels below the 65 Community Equivalent Noise Level (CNEL) as measured from the affected residential property;
2. Adjacent roadway noise levels shall first be minimized by the application of asphalt rubber hot mix as a prior noise mitigation measure;

3. Additional wall height and materials at existing residential developments shall be uniformly applied over the entire length of the wall segment facing the public street, subject to the director's approval;
4. Enhanced landscaping shall be installed in the public street parkway to soften the appearance of the higher wall, subject to the director's approval; and
5. Walls exceeding six feet in height may be installed, subject to the approval of the Development Services Director, and if all structural requirements are met as determined by the Building Official.

D. Solar Collectors. Solar collectors, pursuant to the Solar Rights Act of 1978 (as amended), shall be allowed on the roof of all permitted residential, commercial and institutional structures including public facilities. Solar collectors shall not extend above the maximum allowable height of the structure. Collectors may be mounted on racks which are suitably enclosed, screened behind a parapet wall or otherwise architecturally

designed to blend in with the proposed or existing structure and screen any support structure mechanisms. Exposed manifolds, supply and return lines shall be painted to match the adjacent building or roof surface.

1. All new residential construction shall be "solar ready," meaning that electrical panel capacity is provided, and conduits are provided within the walls and/or attic space to a roof connection for PV panels. (Ord. 1070 § 2, 2013; Ord. 1023 § 2, 2011; Ord. 931 § 1, 2006; Ord. 777 § 1 (Exh. A), 2002). Conformance with the California Solar Mandate is also required.

E. Solid Waste/Recyclable Materials Storage (Adapted from RMMC 17.20.160)

Every parcel with a building or structure shall have a trash receptacle on the premises. The trash receptacle shall be of sufficient size to accommodate the trash generated (refer to RMMC 17.20.160 Solid Waste/Recyclable Materials Storage for sizing requirements). Solid waste and recyclable material storage shall be adjacent or combined with one another. They may only be located inside a specially-designated structure, designed and constructed to provide adequate screening and area for the receptacles. The enclosures shall have solid block walls six feet in height on three sides and an opaque solid metal gate(s) at least six feet in height on the fourth side. Both sides of the gate(s) and walls shall be architecturally compatible with the surrounding structures. The gate(s) shall be maintained in working order and shall remain closed when not in use. Solid waste receptacles for single-family residences shall be kept within the enclosed garage or other enclosed indoor or outdoor space that is suitably screened from public view;

Exceptions to the enclosure dimension and design requirements may be made on a case-by-case basis by the director in response to site or other existing or proposed design constraints, amount of solid waste and/or recyclable materials generated, and changes in technology or methods. In all cases, however, suitable provisions shall be made and maintained to sufficiently accommodate the solid waste and/or recyclable materials generated.

Refer to RMMC 17.20.160 Solid Waste/Recyclable Materials Storage for additional construction requirements. Also see Section VI: Plan-Wide Design Guidelines.

F. Undergrounding of Utilities (RMMC 17.20.170)

Utilities shall be placed underground in compliance with Municipal Code Chapter 12.16 (Underground Utility Lines). In the event an above-ground electrical transformer or other above ground utility cabinets are located outdoors on any site, it shall be screened from public view with a solid wall and/or landscaping and not located in. any sidewalk area. If it cannot be screened to the satisfaction of the director, it shall be located in an underground vault. The applicable review authority may waive any portion of this section if topographical, soil, or similar physical or economic conditions make the undergrounding unreasonable or impractical. (Ord. 777 § 1 (Exh. A), 2002)

7. Landscaping (RMMC 17.24)

Landscaping plans will be subject to the City Zoning Code, Chapter 17.24 "Landscaping Standards." Development shall also conform to the CVWD Ordinance No. 1302.2," titled "An Ordinance of the Coachella Valley Water District Establishing Landscape and Irrigation System Design Criteria, See Section VI Plan-Wide Design Guidelines for further discussion of conceptual landscape plans, plan palette, and other performance standards.

8. Lighting (Adapted from RMMC 17.18)

Lighting is an essential element of all development and will be applied to points of access and parking, landscaping enhancements, walkway and stairway illumination, monuments and signs, and security. The passage of Highway 111 through the City is considered a high-sensitivity corridor where excessive or poorly managed public and private lighting is to be avoided. All developments within the SP area are subject to the outdoor lighting requirements and restrictions set forth in the Specific Plan design guidelines.

Exterior Glare, Heat and Lighting

A. Glare, heat, or light from mechanical or chemical processes, or from reflective materials used or stored on a site, shall be shielded or modified to prevent emission of glare, heat, or light beyond the property line.
B. Exterior lighting shall be energy-efficient and shielded or recessed so that direct glare and reflections are confined within the boundaries of the subject parcel Fixtures shall be of cut-off design and shall be directed downward and away from adjoining properties, public rights-of-way and the sky. Lighting shall not blink, flash, or be of unusually high intensity, frequency or brightness. All lighting fixtures shall be appropriate in scale, intensity, and height to the use they are serving. (Ord. 777 § 1 (Exh. A, 2002))
C. Up lighting shall be prohibited excepting precision fixtures illuminating monument or on-building signage, subject to review and approval of the director. Downlighting of landscaping is permitted.

Parking and Loading Lighting Standards

A. A parking area lighting study with manufacturer's design and performance specifications may be required by the director.
B. Exterior lighting fixtures shall be energy-efficient and the standards shall be in scale with surrounding uses. In no case shall fixtures exceed 15 feet in overall height.
C. Lighting shall not blink, flash, or be of unusually high intensity, frequency or brightness.
D. Any illumination, including security lighting, shall be shielded and directed away from adjoining properties, public rights-of-way and the sky.
E. All lighting shall be designed and located so as to confine direct light within the subject project boundaries, with no light trespassing to surrounding properties, public streets or the sky.
F. Lighting systems shall be designed and installed so fixtures are mounted perfectly horizontal with no tilt to the mounting.
G. Poles used shall be of a decorative or non-glossy finish (e.g., paint powder coating or an anodized surface). Shiny metal poles or fixtures shall not be allowed. Raised bases shall be architecturally treated.
H. The maximum height for any light source shall be fifteen (15) feet or less above finished grade, and no greater than twelve (12) feet when adjacent to residential uses.
I. All lenses shall be of a flush design that precludes spillage beyond the accepted level and location of illumination.
J. Exterior lighting and parking lot lighting shall be low-temperature (2200-2700K) light-emitting diode (LED) or high-pressure sodium fixtures of equivalent or lower temperature. Fixtures mounted on steel poles shall have finishes in compliance with this subsection.
K. Lighting levels shall be a minimum of one-half foot-candle with a ratio of average light to minimum light of one to three foot-candles as shown in a photometric plan. Lower lighting levels are favored.

Additional Plan-Wide Regulations: Outdoor Lighting Standards

Outdoor lighting ranges from the essential to the gratuitous, with essential lighting providing illuminated addresses, access drives and identification signage. Outdoor lighting is also associated with on-site directional signage, landscape and structural accent lighting, and for security purposes. Improper outdoor lighting can also be a major nuisance and even a hazard and must be thoughtfully designed and installed. The following outdoor lighting standards will ensure that adequate lighting is provided consistent with the City ordinances.

Exterior lighting shall be shielded or recessed so that direct illumination, glare and reflections are contained within the boundaries of the parcel. No lighting shall blink, flash, or be of unusually high intensity, frequency or brightness. All lighting fixtures shall be appropriate in scale, intensity, and height to the use it is serving.

- Outdoor lighting for the illumination of landscaping, buildings, signage, parking plazas and pathways shall be minimized and shall be designed in conformance with these standards and the Specific Plan Design

Guidelines (see Section VI). Lighting shall be designed and installed so that all direct rays are confined to the site and that adjacent properties and the night sky are protected from direct illumination or glare. Light standards shall not exceed 15 feet in height or the height of the building, whichever is less.

9. Nonconforming Buildings, Structures and Uses

Much of the Specific Plan planning area is already developed with buildings and other structures that range from new to decades old. The RMMC sets forth the process by which non-conforming uses, buildings and other structures are to be managed.

A nonconforming use is one which lawfully existed prior to the effective date of this Specific Plan, but which is not now permitted in the zone in which it is located. The provisions provide for both the continuance of a non-conforming use or the orderly termination of nonconforming buildings, structures, and uses to promote the public health, safety, and general welfare, and to bring these buildings, structures and uses into conformity with the goals and policies of the Specific Plan.

Refer to Chapter 17.70 of the RMMC for details regarding the purpose, definitions, related permitting and other aspects on managing legal and illegal non-forming uses and buildings within the Specific Plan area.

10. Signage (Adapted from RMMC 17.28.150)

All Highway 111 Specific Plan planning areas are subject to the signage standards and guidelines set forth herein. Project-specific signage programs shall ensure cohesiveness in overall design and theme, and signage materials shall be consistent and in keeping with the guidelines established in this Specific Plan.

All signage will be located in a manner that provides optimal efficacy of the overall signage program balancing the need for identification and wayfinding with the preservation of the highway view corridor. Care shall be exercised to minimize the size and/or overuse of signage and thus reduce visual clutter along the corridor.

All signage will comply with the California Building Code and the Americans with Disabilities Act (ADA) and will be approved by the City. Signage will comply with the City's Zoning Code, Chapter 17.28 and building code pertaining to process, clearances and sizes, except where set forth below. In the event of conflicts between this Specific Plan and the RMMC, the Specific Plan shall take precedence, unless otherwise determined by the Director.

Table V-6 - Signs Allowed By Type of Development

Land Use	Sign Type	Location	Max. Number	Max. Sign Area or Length	Max. Height	Permit Required
Residential Developments	Monument	Entrance medium island	1 per median or 1 per wall facing entry	30 sq. ft.	5' above grade	Yes
	Wall	Entry Wall		5 sq. ft. for each wall or monument sign		
	Wall or Monument	Street corner of subdivision	1 per corner, max. 4			
Undeveloped residential property 4 acres or more.	For sale/lease	On private property; cannot obstruct views		3'x3'		None
	Pole	Anywhere on the lot; cannot obstruct views	1 per street frontage	12 sq. ft.	5′ above grade	None

Table V-6 - Signs Allowed By Type of Development

Land Use	Sign Type	Location	Max. Number	Max. Sign Area or Length	Max. Height	Permit Required
Commercial and Office- Single Building	Monument	Primary driveway entrance	1 per street frontage	30 sq. ft.	5′ above grade	Yes
	Freestanding	Parkway (not in the right-of-way) no closer than 200 ft. from any other freestanding sign	1 per street frontage	12 sq. ft.	3′ above grade	
	Monument or Wall	Next to pedestrian entrances in multitenant buildings	1 per entrance	30 sq. ft.	5′ above grade	
	Wall or Fascia	Below roof line (wall sign); centered on fascia (fascia sign)	One wall or fascia sign per business; or two wall or fascia signs per business for corner stores or freestanding buildings	30 sq. ft	18′ above grade; letter height criteria in Rancho Mirage Municipal Code Section 17.28.130	
	Canopy/Awning	Over doors or windows	1 awning or canopy per retail business	12′ length	12′ above grade; 10″ letters 8′ clearance	
	Window	Applied or hung inside of window and flush with the window facing a public street and/or common parking area	No maximum	25% of windows along each elevation of building facing a public street or common parking area	18” letters	None.
Commercial and office centers; all developed and underdeveloped commercial zones.	Temporary/ Freestanding	Parkway, but no closer than 10 feet behind curb and at least 30 feet from a side street or driveway	1 per street frontage	10 acres or less = 20 sq. ft.	7′ above grade	None
				More than 10 acres = 32 sq. ft.	8′ above grade	None
Commercial and Office- Multi-Tenant Or Multi-building	Monument	Primary driveway entrance	1 per street frontage	30 sq. ft.	5′ above grade	Part of a Sign Program
	Freestanding	Parkway (not in the right-of-way) no closer than 200 ft. from any other freestanding sign	1 per street frontage	12 sq. ft.	3′ above grade	
	Monument or Wall	Next to pedestrian entrances in multitenant buildings	1 per entrance	30 sq. ft.	5′ above grade	

Table V-6 - Signs Allowed By Type of Development

Land Use	Sign Type	Location	Max. Number	Max. Sign Area or Length	Max. Height	Permit Required
	Wall or Fascia	Below roof line (wall sign); centered on fascia (fascia sign)	One wall or fascia sign per business; or two wall or fascia signs per business for corner stores or freestanding buildings	30 sq. ft	18′ above grade; letter height criteria in Rancho Mirage Municipal Code Section 17.28.130	
	Canopy/Awning	Over doors or windows	1 awning or canopy per retail business	12′ length	12′ above grade; 10″ letters;8′ clearance	
	Window	Applied or hung inside of window and flush with the window facing a public street and/or common parking area	No maximum	25% of windows along each elevation of building facing a public street or common parking area	18” letters	None
Hotels	Monument	Entrance median island	1 per median	50 sq. ft.	5′ above grade	Part of a sign program
	Wall	Entry wall	1 per wall facing entry	15 sq. ft. for each wall sign	4′ above grade	
	Awning	Location, number and dimensions of awnings to be determined as part of a sign program				
Public Buildings	Monument	Below roofline	1 per public entrance	30 sq. ft.	12′ above grade; 18″ letters	Yes
	Wall	Primary driveway entrance	1 per street frontage	30 sq. ft.	5′ above grade	

Notes:
- Any proposals outside of the criteria above will warrant a sign program or consideration by the appropriate approving body.
- The Development Services Director may grant up to a 10% increase of the 30 square foot maximum in signage size at staff level if signage incorporates exceptional design, materials, colors and lighting.
- New signage shall be backlit.

CITY OF RANCHO MIRAGE

HIGHWAY 111 SPECIFIC PLAN

VI. PLAN-WIDE DESIGN GUIDELINES



Overview

These overarching, plan-wide design guidelines help define and guide development and redevelopment along the Highway 111 corridor. They are designed to ensure that the rich and complex natural and built environment along the corridor is respected and leveraged as an asset valuable to the community and the region. These guidelines are consistent with guidance set forth in the City General Plan and reflected in the RMMC.

These design guidelines are also focused on preserving and enhancing the diversity and success of the various business districts along the corridor, from larger-scale sites to smaller sites and in-fill parcels where more thought and creativity may be required to succeed. Housing diversity and the need to preserve and enhance service to the City's residential neighborhoods also shape these guidelines. Finally, expanded and enhanced access to open space lands is addressed, as is preservation of natural resources and the desert environment.

A. Architectural Design Guidelines

A.1. Introduction

Development along the Highway 111 corridor has occurred and re-occurred over several decades and today includes a variety of general retail and professional/medical services, hospitality businesses (restaurants, hotels) and community-scale development (The River) with general and entertainment retail and office space. Architectural styles along the corridor are diverse and range from ranch house aesthetics and scales to the community outdoor mall displaying a variety of styles unified by site and landscape planning.

When I'm working on a problem, I never think about beauty. But when I've finished, if the solution is not beautiful I know it's wrong." – ***Buckminster Fuller***

Rancho Mirage has a very strong architectural heritage and tradition. Some of the finest examples of some of the finest architects of mid-century modern are to be found here. While much of the architecture along the corridor is of a dated period, there are important exceptions from a variety of traditions, including the City Library and Observatory in Library Commons (PA-6), Kobe's Steakhouse, City Hall, Las Casuelas Nuevas and other buildings that lend good architectural "bones" to the corridor.

Rancho Mirage has made important contributions to local, regional and international architectural heritage. These guidelines are designed to ensure that the buildout and redevelopment of the Highway 111 corridor will continue to contribute to this architectural tradition. These guidelines encourage context-sensitive, creative, innovative and timeless design.

A.2. Architecture & Placemaking

The Highway111 planning area includes a diversity of uses, ranging from general retail and office buildings, to dinner house theater, public buildings and facilities, including parks, nature trails and cultural venues. The Specific Plan encourages diversification of the corridor economy into cultural attractions and related businesses, including art galleries, artists' studios and live/workspace, arts-related retail shops, "makers" uses (breweries, distilleries, textiles, etc.) or media production studios, arts education venues, performance spaces, and cultural venues.

The planning area has three major development opportunities for master-planned mixed-use developments. They are designated to provide mixed-use planned communities.

A.3. Purpose and Intent

The intent of these architectural design guidelines is to assist developers and designers in understanding the Specific Plan's goals and objectives for quality development. Specifically, these guidelines are aimed at achieving the following:

- Express and describe the desired community character called for in the Specific Plan design guidelines;
- Provide design criteria and standards for developers, engineers, architects, landscape architects and other professionals in preparing development and construction plans, and;
- Lend guidance to City staff, the Planning Commission and City Council in reviewing and evaluating future development projects within the Specific Plan area.

The guidelines apply to proposed commercial, mixed-use and residential development, but also including public facilities and infrastructure. They also apply to post-development additions, renovations, and other land use-related projects requiring building permits. They are intended to enhance the residential, shopping, employment, educational and recreational environment by creating efficient, cost-effective and safe neighborhoods along the corridor, while also fostering an environment that is aesthetically pleasing.

The text and illustrations contained herein are not intended to dictate solutions or limit creativity. They are general and may be interpreted by project proponents and City staff with some flexibility in their application to specific development projects. Beyond the minimum standards set forth in Section V of this Specific Plan, creative adaptation and innovation are encouraged, provided the proposed development plan also adheres to general design principles to a meaningful extent. Pre-submittal review of development plans and design concepts with City staff is encouraged to help developers and other project proponents realize the goals of the Specific Plan.

The provisions of this document shall apply to all new development within the Specific Plan area. Any subsequent addition, alteration, remodeling, renovation, or relocation within the Plan area that requires a building permit shall adhere to these guidelines to the greatest extent practicable. Any post-development expansion, addition, or renovation to an existing building, which creates the need for additional parking facilities, shall provide parking for the existing structure and the expansion area in accordance with the parking standards provided herein.

A.4. Design Principles and Guidelines

Quality building design is determined by a wide range of considerations, including function and safety, sustainability, context sensitive design, access and parking, diversity in facade and roof design, richness of surface texture and color, functional window design and effective but unobtrusive signage. Building design should avoid square or box-like structures, expanses of blank walls, unattractive metal or plastic siding, visible outdoor storage, confusing access and parking, and large or gaudy signage.

General Design Principles

The Highway 111 Specific Plan design principles are intended to expand livable, vibrant and sustainable development along the highway corridor consistent with *New Urbanism* and *Smart City* principles. These principles focus on vision and strategy for economic development and a life-enriching community. These principles are summarized as follows

Mixed-Use & Land Use Diversity: Diversity is the hallmark of any healthy system and should be practiced at all levels, including commercial, services, and housing. In many instances a mix of land uses combined through responsive urban design will provide complete and integrated neighborhoods with diverse housing opportunities, a variety of commercial services and workplaces, schools, parks and civic facilities essential to the daily life of the residents.

Access & Connectivity: A connected street network supports safe and convenient movement for pedestrians, cyclists, and golf carts, where appropriate. This is reinforced through pedestrian-friendly design elements such as buildings oriented closer to the street, transparent frontages, shade trees and structures, well-placed and screened parking, and traffic-calming features. The network further supports this approach by dispersing traffic and making it easier and safer to walk, bike, or use golf carts where appropriate. This includes a clear hierarchy of streets, ranging from narrower local streets to boulevards, alleys, and service roads, designed to create a well-functioning and comfortable public realm that supports all forms of travel.

Socio-Economic Diversity: Social and economic diversity generally provide social strength and cohesion when our differences are appreciated and celebrated. Diversity includes ethnic backgrounds, age, income levels, employment status, personal and social cultures, and religion.

Mixed and Diverse Housing: The integrated design of New Urbanism assumes that communities will provide housing for all socio-economic sectors, including an appropriate range of ownership and rental housing offering a variety of sizes, and prices or rental rates. If not an integral part of a planned community or neighborhood, housing should otherwise be located in proximity to schools, parks, commercial services and employment centers.

Quality Architecture & Urban Design: Consideration must be given to beauty or aesthetics, human comfort, and creating a sense of place. Effective placement of civic uses and sites along the corridor, as has been achieved with City Hall and Library Commons (City Library and Observatory) and the Community Park, are also to be considered. Beautiful human-scale architecture and attractive surroundings nourish the human spirit and engender an attachment to and love for the neighborhood and community.

Density-By-Design: As an essential part of the urban village, there may be locations where increased development densities or intensities are appropriate to optimize land use. It can imply more and/or larger buildings, multi-family residences, retail shops and restaurants. Density-by-design also brings customers and services closer together and improves accessibility. Where needed and appropriate, higher residential densities help support and extend commercial, entertainment and other economic activity along the corridor.

Smart Transportation*:* The concepts found in "smart transportation" include those set forth in the Complete Streets program (see Section VII) but also include infrastructure intelligence and technology that synchronizes traffic signals and makes way for autonomous vehicles and other coming advances. In the near-term it involves diversifying the corridor and connected network to encourage walking, biking, and transit.

Quality of Life: Taken together, all of the above design principles add up to designing and building neighborhoods that enhance the quality of life at all levels for all residents. The overarching goal is to create a cohesive and coherent corridor and string of neighborhoods that enriches, uplifts, and inspires the human spirit.

General Design Guidelines

The following discussions summarize the design guidelines that should be applied to new and renovated development in the Highway 111 planning area.

Building Proportions, Heights, and Setbacks

A. Structures should be planned as integrated elements within the design environment envisioned in the Specific Plan. This primacy is achieved by addressing building scale and proportion, structure, height, and setbacks that are environmentally and aesthetically sound and sensitive. The thoughtfulness and quality of new development and renovations will expand the design foundation of the planning area and provide a model against which to judge subsequent development proposals.

B. Within the context of the Highway 111 corridor planning area, building height should be compatible with other planned or existing buildings in the vicinity, while maintaining important viewsheds to the greatest extent practicable.

C. Building setbacks should take into consideration the effect of structures on the streetscape and surrounding lands, and should be harmonious with the streetscape, surrounding structures and scenic resources.

D. Large buildings can provide architectural interest with variations in building height, mass and distribution.

E. Generally, the height and width of building elevations shall not be dramatically out of character with surrounding development, the streetscape or natural scenic viewsheds.

Architectural Pattern and Rhythm Pattern and rhythm are key elements of the human aesthetic and are important to effective design. The Specific Plan encourages the blending of the built and natural environment. Pattern and rhythm are found throughout, and they can be emulated in the expression of building architecture. The following guidelines will help to assure consideration of rhythm and pattern in site planning and building design.



A. Recurrent and alternating patterns of the surrounding landscape, including the slopes and peaks of the hills and mountains that form an important backdrop for the planning area, may be reflected in the voids and solids of buildings and the design of rooflines.

B. New development should create an overarching architectural theme that conveys the harmony and coherence between structures and the surrounding environment by incorporating patterns and rhythms throughout the design.

C. New development and major renovations should provide an interesting and varied integration of structures, hardscape and landscaping that visually ties these elements together in an effective and pleasing manner.

Roof Types and Materials

Frequently one of the most prominent features of buildings, the roof and roofline set the tone as they are approached from a street or sidewalk. The design of roofs and the selection of roofing materials is an essential design element that affects how well a building is integrated into its visual context.

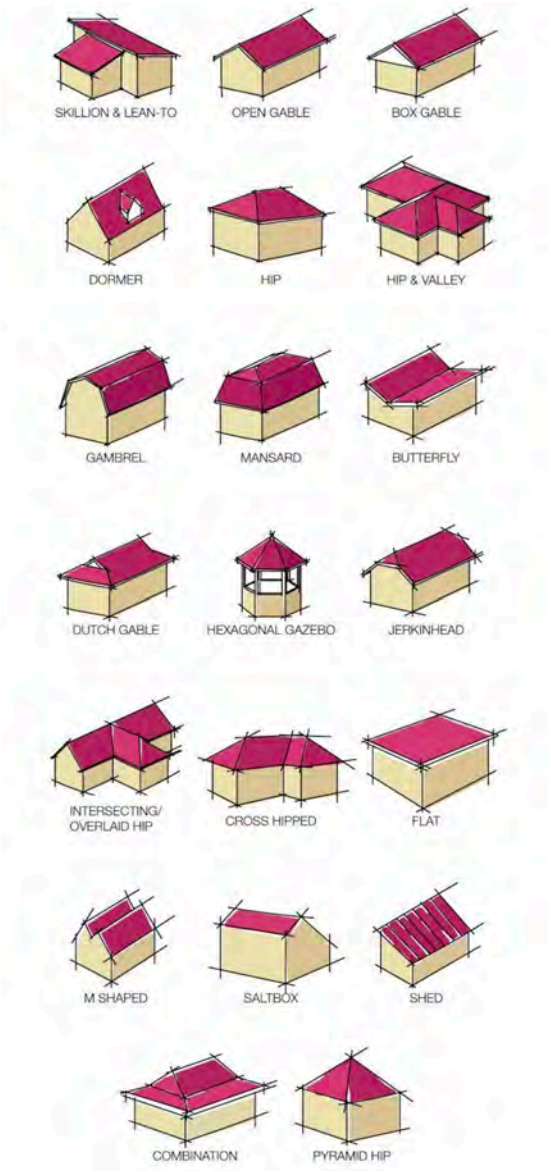
A. Designers shall consider the visibility and profile of the roof and roofline in new or renovated building design, using designs and materials that complement the built environment and the natural scenic viewshed.

B. By contrasting with or imitating other elements of the built or natural environment, designers may apply roof designs that range from flat to articulate, from a multiple array of hipped roofs to sweeping design, providing a variety of possibilities for interesting and innovative roof design.

C. Regardless of height, roof design must be a natural design extension and be balanced with the facades and the volume of the building.

D. To the extent roof design is driven by the need or desire for roof-mounted HVAC and other equipment, quality, proportionate design shall not be sacrificed.

E. With consideration for HVAC loads and energy efficiency, roof design and materials may be compatible with the application of white or other reflective color to minimize the absorption and conductance of solar energy into the building.



Surface Texture and Color

The sunny, dry, and seasonally hot and windy climate of Rancho Mirage and the Coachella Valley is an important consideration in the selection of building surface materials, textures and colors. Surfaces and colors that emulate and complement the course textures and warm tones of the surrounding environment provide relief and contrast to the brightness of the desert light.

Surface textures are often presented at a fine scale and their effect may not be evident from a distance. Texture seldom acts as a strong design element compared to architectural pattern and massing. Over time, architectural tastes and styles change, and while the use of strong color can play a dominant role in the design of structures, color is easier than textures to change once construction is completed. The following guidelines provide direction of the selection and use of color and texture.

A. Non-glazed building surfaces and finishes may produce reflection and glare if shiny or highly reflective materials are used. Building surfaces should be a matte finish and must complement or integrate well with the surrounding viewshed.

B. Within broad standards, surface and color contrasts shall be compatible through the juxtaposition of architectural motifs and the use of contrasting, natural colors and/or building materials.

C. Surface textures can range from smooth adobe-type stucco or plaster to fluted or split-faced concrete or aggregate block and should be treated as integral parts of the overall design.

D. Designers shall carefully consider the effects and maintenance challenges associated with texture to assure that it complements the overall design while being compatible with other building materials and not requiring undue maintenance.



Architectural Details

While the primary goal of building design is to cost-effectively provide functional interior and exterior space, architects extend this functionalism to the art of design. The resulting architectural style and detail are also integral to good design. The following guidelines describe how architectural detail should be considered and used.

A. The architectural style selected for a particular type and size of building should express and articulate building details and projections that are organic or natural extensions of the design and that also play important functional and aesthetic roles.

B. Practical issues of screening and privacy may be addressed through the use of architectural details or projections, while also affecting how well the building harmonizes with surrounding development.

C. Covered patios and balconies should be used in multi-family residential development to provide outdoor living space protected from sun and wind. Such outdoor areas can also provide a venue for communication between neighbors and passers-by and enhance community cohesiveness.

D. Designers should avoid a collection of buildings of differing architectural styles that may clash or strongly contrast with surrounding development.

E. The Specific Plan design guidelines should be carefully considered in their entirety in determining the appropriateness of a particular architectural style and building design.

Architecture is the triumph of human imagination over materials, methods, and men, to put man into possession of his own Earth. It is at least the geometric pattern of things, of life, of the human and social world. It is at best that magic framework of reality that we sometimes touch upon when we use the word order.

-Frank Lloyd Wright

A.5. Architectural Style and Design Quality

The Highway 111 Specific Plan does not prescribe particular architectural styles or themes, but instead encourages quality design in all aspects of planning, design and development, recognizing and celebrating the existing styles in the area, such as Contemporary, Mid-Century Modern, Post-Modern, International Style and Spanish Mission Style. The Specific Plan leaves room for innovative and creative design.

Mid-Century Modern/International Style

The mid-century architectural design aesthetic is modern in style and construction and is aligned with the Modernism movement of the period. It is an outgrowth of the International Style and the Bauhaus design movements, is typically characterized by clean, simple lines, honest use of materials, and generally avoids decorative embellishments. The style is note-worthy for it use of expansive windows and open floor plans, opening up interior spaces and connecting with the outdoors. Many Mid-century houses and other structures use post and beam architectural design that eliminates load-bearing walls and replaces them with envelopes of glass. Form follows function in Mid-century designs, with an emphasis placed on targeting the needs of the occupants.



The Highway 111 corridor showcases and benefits from the clean look and versatility of modern architecture. The Rancho Mirage Public Library and Observatory and a variety of other buildings along the corridor are extensions or derivatives of mid-century modern and the broader International and Contemporary styles. Organic, functional design combines the essence of the modern with organic and earthy elements to suit a particular environment and/or lifestyle. Modernism gives designers the most room to improvise and adapt based on use types and location of projects.



Contemporary

The expression "Contemporary Architecture" applies to a wide variety of styles and can vary from pure to hybrid designs. Innovative design tools and construction materials have allowed architects to conceive of and build structures that would have been impossible just a few decades ago. Dominant materials are concrete, steel (or titanium or aluminum) and glass with a variety of approaches to massing, including strong asymmetries, sweeping structures and rooflines, cantilevered floors, tensor shade structures and a variety of other forms.



Contemporary design can also be fanciful as with some Post-Modern buildings but especially in resort design and entertainment-based retail centers. Sometimes collections of quasi-independent facades are assembled in a hopefully organic way that envisioned a "main street" environment.








PALM SPRINGS ART MUSEUM
IN PALM DESERT
THE GALEN











Spanish Mission Style

Among older architectural styles along the Highway 111 corridor, the Spanish Mission Style (sometimes referred to as Spanish Colonial) is locally celebrated with important examples including the Las Casuelas Nuevas restaurant. The building, designed by architect Arthur Valdes, was built using authentic materials handpicked and imported from Mexico, including the traditional colonial roof tiles, the handmade bricks and wrought iron railings.

Driven by necessity and security evolved around an enclosed courtyard, and responding to sometimes harsh climates, Missions style is noted for use of massive adobe walls coated with plaster that moderated indoor temperatures. Buildings are also characterized by broad unadorned plaster surfaces, limited door and window openings, low-pitched roofs with projecting wide eaves and non-flammable clay roof tiles, and thick arches springing from piers. Other typical features included long exterior arcades and a network of interior rooms and halls. In addition to arcades and clay roofs, other details include bell-gables, towers, heavy window and door mullions, iron window grills and other features. Contemporary versions of mission style also include the use of bold, rich colors.







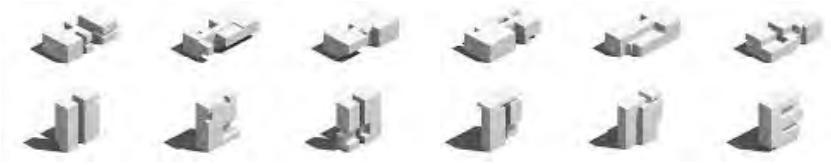


A.6. Building Heights and Mass

The Specific Plan allows for high-density and high-intensity development in certain planning areas, where careful attention to appropriate building height, scale and massing will be essential. Since multi-modal access is encouraged along the Highway 111 corridor, future development will be more strongly oriented toward being pedestrian-friendly and sensitive to human scale with active, pedestrian-friendly frontages and other points of site and building access.



Highway 111 is designated a state scenic highway in the planning area, so building siting and height must take viewshed preservation into consideration and retain as much scenic viewshed as possible. Each of the planning areas shall effectively incorporate public and private open spaces, allow view corridors to the mountains and avoid the creation of an overwhelming and impenetrable built form. To reduce the impact of building mass, building mass distribution and variation in rooflines, elevational articulation, detailing and materials will be used to create a richly textured built environment of visual interest. Recesses and reveals that provide shade and create shadow lines, such as building projections, covered walkways, colonnades, arcades, and other human scale openings should be included.



A.7. Building and Design Materials

Building materials and finishes to be used on the facades of structures, walls, carports and garages are important in providing a functional and attractive space. The visibility and appearance of building materials is an essential part of a structure's expression and hopefully its appeal and interest. At the same time, the desert environment is a challenge for building exteriors and materials that are subject to damage or shortened life-spans due to extreme heat and solar radiance, abrasive windborne dust, and other harsh environmental factors.



There are an ever-growing variety of building and façade systems that range from designs that emulate ancient architecture to multi-dimensional space design, rendering and computer-aided manufacturing. Architects use façades to creatively display rhythm, balance, proportion, experimentation, and spirit. They must also balance performance, aesthetics, and costs.

For performance and durability, stone and masonry reign supreme. Although masonry is a common façade treatment it also is versatile and familiar. Masonry offers a competitive price, good life-cycle costing, and good insulation, as well as a common aesthetic rooted in a wide range of architectural styles. There are options, as with any material, for brick, stone or stone panel sizes, colors, texture, and more.

Building Materials Guidelines



A. The selection of finish materials should be consistent with and a direct outgrowth of the architectural concept for the building.

B. The use of tile roofing materials is particularly appropriate for residences designed in Spanish, mission, southwestern and Mediterranean architecture or their derivations.

C. Materials which should be avoided include shiny metal or aluminum siding and most metal roofs.

D. Use of exposed wood should be properly finished and stained rather than painted to assure maximum life of the coating in the desert environment.

E. Stucco is a predominant finish material on new development. When applied, the finish texture shall be consistent with the architectural style of the building. For instance, adobe or southwestern style architecture will typically have a smooth, hand-finished stucco appearance.

F. Larger, more complex buildings offer more opportunities for the use of additional building materials in buildings, walls, and other structures. These include split-face precision block, fluted block, brick, and tile.

G. Garden and decorative walls should use materials that are derivative of or otherwise complement building materials. A "sack-finish" over slumpstone is an especially appropriate finish, consistent with the design objectives of this Specific Plan.

A.8. Building Lighting



Architectural lighting has been a major component of building design since the invention of electric light. In addition to illuminating facades or building features, lighting is also used to enhance security, to identify entries and other key components of the façade, and to provide dramatic effect by orchestrating the interplay between light and dark, contrast and shadows to create inspiring and emotive spaces. Light fixtures should be integral to building design and should be efficient, attractive and durable. Building illumination comes in two types, ambient and accent lighting.

Ambient lighting is created by the use of exposed lighting fixtures washing facades or other building surfaces in a broad manner. Lower lighting levels are appropriate when using ambient lighting and should radiate at a warm and comfortable color and intensity, while avoiding glare or "hot spots".



Accent lighting adds nighttime drama to a building by highlighting important architectural features, including entries, columns or piers, and creating visual interest. Time must be taken to plan and focus lighting for particular features, while applying the principle that "less is less". A variety of accent lighting fixtures are available and those selected should be appropriate to the function, lighting levels, shielding requirements, efficiency and durability.

Security lighting can be effectively achieved by placing lighting only where needed and placing on motion sensors so it's only on when necessary. The objective is to provide on-demand visibility in order to enhance a sense of safety and defensible space. Security lighting does not necessarily mean large amounts of illumination, but rather strategically placed and shielded fixtures. The result should be an effective yet efficient lighting scheme. Security lighting must be properly directed and shielded (no exposed lamps) and not exceed the maximum wattage and lumen requirements described in the Section V of this Specific Plan or as otherwise set forth in the RMMC. Glare should be avoided when considering security lighting; therefore, care must be taken when selecting and directing security lighting.



Building Lighting Guidelines

A. Service and loading area lighting shall be fully shielded and contained within service area boundaries, with direct light sources concealed.

B. If proposed, building illumination and architectural lighting shall be restrained and used to reinforce or accent the design. Indirect, low-level wall lighting or "wall washing," overhead down-lighting, or interior illumination that spills outside, are encouraged.

C. Lighting shall not cast any glare, either directly or from reflective surfaces, onto adjacent properties and streets to enhance the safety of pedestrian and vehicular movement.

D. Architectural lighting may be used to articulate and complement the particular building design. Edge accent lighting of eaves, bending, uplighting (but sky-shielded), wall washing, and other effects may be used in conformance with the design theme for the sub-area.

E. Architectural lighting shall be integrated with building elements, and ground-mounted lighting should be concealed flush with grade wherever possible.

F. Architectural lighting shall not be visually apparent during the daytime.

G. Lighting fixtures on multi-family structures should be designed to provide safety and convenience, as well as serving as integral design elements of the buildings.

H. Garage and carport-mounted lighting should be sconce-type or equivalent, well-shielded, and at a scale that is consistent with the architectural style and proportions of the structures.

I. In all instances, functional and ambient lighting levels shall be kept to that minimum necessary to illuminate entries and addresses, while providing their security function. Plans shall comply with any night-sky preservation ordinance adopted by the City.

B. Circulation, Pathways and Wayfinding Design

Mobility is an essential aspect of human settlements, whether at a village or modern urban scale. The design of multi-modal site access, pathways and wayfinding serve practical and placemaking goals. Highway 111 provides the primary mobility backbone of the planning area and vicinity with its central passage through City, but also as a common neighborhood connector for the diverse adjoining land uses.

The streetscape design must first be functional but should reflect the City's goals and programs related to scenic roadways, landscape, and people-gathering places reinforced in this Specific Plan. These guidelines aim to provide direction on access design, intra- and multi-site internal pathways and connectivity, and effective wayfinding. The guidelines also encourage coordinated street and wayfinding graphics, gateway treatments, and streetscape program that center on safety, multi-modal access, placemaking, and aesthetics.



B.1. Access Drives, Ingress and Egress

The corridor mobility network ranges from the very simple such as PA-5 (Central Corridor) to the complex east of Mirage Road to the City limits, the complicating components being the diversity of adjoining land uses and their coordinated development, and the number and design of access drives that move traffic onto and off the Highway 111 corridor. As a general design principle, the number of access drives along the highway should be controlled and managed through integrated design to preserve roadway capacity and enhance safety for all user. Access and the larger circulation network are also discussed in Section VII of this Specific Plan.

Access design should also provide or improve visibility and visual interest of drives and associated signage and landscaping. Access drives may also be able to integrate contrasting textures of concrete and/or color to enhance visibility and design interest. With more interconnected blocks and plazas, access drives can be consolidated to improve traffic flow by reducing slowdowns at ingress and egress and vehicular trips.

Median treatment can increase visual interest and improve the travel experience on Highway 111. Parkway and entrance canopy trees can help identify specific locales along the corridor. Accent shrubs and native groundcover planting can blend the highway into the landscape. Inorganic materials such as bands of gravel, cobbles and boulders provide contrasting colors and textures.

B.2. Pedestrian and Bike Paths

An essential part of an activated and dynamic streetscape and public realm is providing an interesting and attractive pedestrian experience. Pedestrian ways, whether sidewalks, and paseos or off-street paths, must provide a travel path that is safe, pleasant, convenient, connected and interesting. For all pedestrians—whether residents, business owners and workers, visitors, or shoppers—the experience of the public realm is an essential element of a successful community. Pedestrians are most aware of the feel and experience of the public realm on safety and well-being.

Future development will enhance or detract from the pedestrian experience along the corridor. Following the Specific Plan design guidelines may influence the incremental full sweep of changes at an activity node and along the corridor. Pedestrians and bicyclists are most vulnerable near traffic; to be a safe setting, the following elements should be included:

- Streetlights, monuments and bollards arranged at the corners to contribute to pedestrian safety.
- Street trees that have stout trunks and shade canopies should be placed as part of the overall crossing design. Specific species that are distinctive and majestic, such as date palms, are a symbol of sustainability within the urban fabric, and reinforce the continuity of the rich pedestrian realm. The trees must be setback from the curb so they do not interfere with line-of-sight for travelers regardless of mode.

B.3. Transit Stop Design

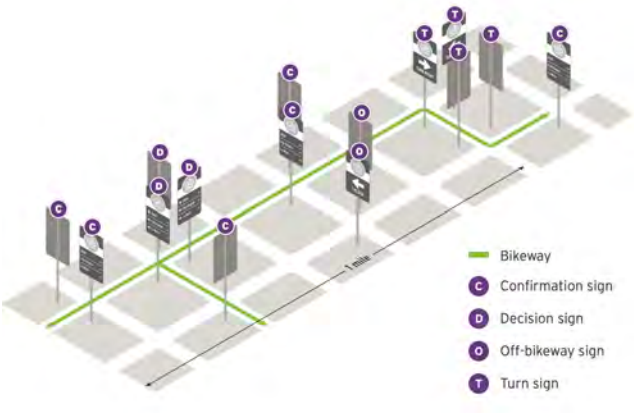
The Highway 111 corridor is well-served with transit stops for SunLine buses. Additional bus stop locations have not been identified. Improvements to existing stops or the addition of new ones should carefully consider the following guidance.



- Enhanced transit facilities centrally located, visible, and integrated within the parkway.
- Pedestrian connections to bus stops that are easy to navigate, safe, comfortable, and friendly.
- Bus stop lighting should be well shielded with adequate lighting levels to ensure visibility and safety.
- Stops and shelters should be designed for the anticipated number of patrons and their physical comfort.

B.4. Wayfinding Guidelines

Within the Highway 111 planning area, wayfinding is important on three levels: (1) decision points, (2) confirmation points and (3) turning locations. The location of wayfinding signage should consider the following guidelines.



Decision Point: Near side of decision point (50’ – 150’ in advance), at either an intersection with another route or the point of divergence to a key destination off the network (use signs sparingly in this second manner). When left turns across multiple lanes of travel are required, add additional distance (up to 300’) between sign and intersection to allow the bike rider to change lanes

Conformation Point: At start of route and (50’ – 150’) after junction with other routes or Highway 111 or (50’ – 150’) after route turns from one street onto another. For off-street pedestrian and/or bike facilities (and on-street facilities with few cross-streets) place wayfinding signage every half-mile to mile.

Turning Points: Signage at near-side of intersection or other turn where route changes direction (50’ – 150’ in advance). When left turns across multiple lanes of travel are required, add additional distance (up to 300’) between sign and intersection to allow the traveler to change lanes.

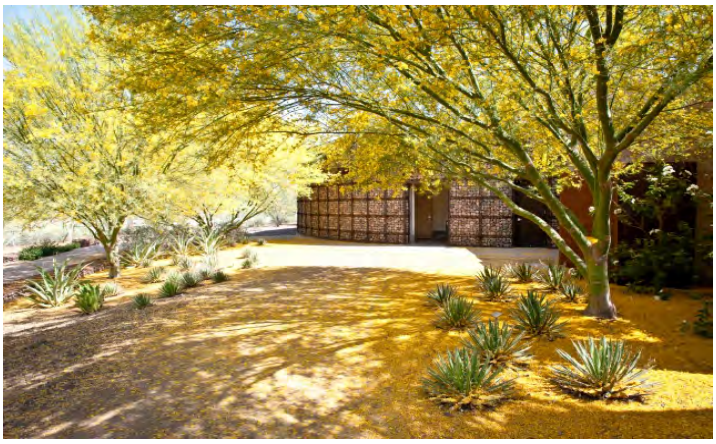
- Create a unique identity at each location
- Create regions of differing visual character

- Use sight lines to show what is ahead
- Don't overwhelm a user with options in navigations
- Provide signs at the decision points to assist in making wayfinding decisions
- Create well-structured paths
- Use landmarks to provide orientation and memorable points to orientate oneself to

C. Landscaping Guidelines

Introduction

The Highway 111 Specific Plan Master Landscape Guidelines provide comprehensive guidance for landscape design within multi-family, commercial, office, mixed-use and institutional development. Landscaping within the Highway 111 corridor helps to blend the built with the surrounding natural environment, providing visual and spatial relief. Especially in our desert, buildings and landscapes must be designed to be responsive to varying seasonal conditions, provide important functional values, including solar capture (indoors and out) in the winter and shade in the summer.



These landscape design guidelines pertain to new, larger developments, infill and redevelopment sites, and public lands and rights-of way. They address site planning (also see Section II) and building and landscape design based on sustainability principles. Areas of design requiring special attention include multi-family housing and mixed-use development, treatment of major and minor entries, and area roadways and community open space areas.



These guidelines preserve the planning area's valuable and iconic scenic vistas, provide interest and focus that complements the surrounding viewsheds, and reduce the visual clutter associated with utilities, unsightly structures and land uses. The landscape guidelines are also designed to enhance and improve the quality of life and sense of well-being for the community's residents, employees, shoppers and other visitors. The guidelines will help the City and developers create living, working and shopping environments, as well as outdoor places to dine, shop, relax, walk, play and participate in other community and social activities.

C.1. Objectives of the Landscape Guidelines



The Highway 111 Specific Plan landscape guidelines establish integrated and cohesive landscape design tools and guidelines responsive to the urban context and environmental conditions of the planning area. They will also yield the most sustainable landscapes possible, while providing an important and integrating complement to the built environment. Further, the landscape guidelines help to unify and complement the various existing and planned land uses in the Specific Plan area.

The planning area is subject to seasonal high winds, high temperatures and very low humidity. The Santa Rosa foothills to the south and west and the Whitewater River on the east and north provide dramatically contrasting landscapes. The corridor also affords tremendous mountain and desert views. These landscape guidelines are compatible with the local setting and consistent with the goals, policies and guidelines set forth in the Rancho Mirage General Plan. The following objectives have guided development of these guidelines.



***Desert Oriented, Drought-Tolerant, Habitat Enhancing*:** Landscaping that is responsive to desert conditions, that utilizes creative and thoughtful designs that conserve water and harmonize with the natural setting. The Landscape Palette (Table VI-1, below) incorporates native desert and other drought-tolerant plants. The plant palette also includes plants that provide wildlife habitat for native species.

Functional and Harmonious Design: Landscaping that softens, enhances and frames the built environment, and serves to attenuate noise and screen undesirable views. It breaks up large areas of parking and blank facades of buildings, and differentiates roadways separating commercial areas from residential and mixed-use neighborhoods. Within multi-family neighborhoods, landscaping should buffer street traffic, parking areas and recreation areas. It should be designed to provide unifying elements that harmonize the various land uses in the planning area. Open space buffers may also serve as water retention basins and provide opportunities for active and passive recreation.



***Shade*:** Landscaping should be planned to provide between 25 percent and 30 percent shade within certain open space areas, along sidewalks and other pedestrian ways, and roadway parkways. Between 30 and 70 percent shade at some critical facilities, such as bus shelters and in parking areas should also be provided. To provide for shade during the hottest months, the landscape palette incorporates drought-tolerant deciduous and evergreen trees within landscape zones, retaining expansive mountain views during much of the year. Shade can also be provided with a mix of landscaping and structures.

***Consistency, Appropriateness and Community Identification*:** Landscaping that is consistent with the existing and planned land uses along the corridor and adjacent areas of the City, and landscaping that is appropriate to and consistent with the surrounding natural environment. This includes recognizable thematic landscape elements that link the corridor with the Rancho Mirage quality desert resort identity as described in the City General Plan.



C.2. Goals of the Landscape Guidelines

To assure that the Landscape Guideline objectives are met, landscaping within the Highway 111 Specific Plan area will function in a variety of ways, depending on the placement within the land use plan. They are meant to create a sense of community cohesiveness and of place for the Highway 111 corridor and surrounding lands and as major gateways and thoroughfare to Rancho Mirage.

While landscaping is already well-established within existing development and along corridor parkways and median islands, the landscape concepts herein will be applied to existing development wherever feasible and appropriate. The plan and guidelines will also be applied to new landscape design within approved, not-yet-constructed development (including infill) and to yet to be proposed development. Landscaping in the Specific Plan area will serve the following general functions:

1) Effectively buffer sensitive lands uses from noise and visual impacts;
2) Provide shade where needed, including within parking areas, bus shelters, seating areas in parks, plazas and paseos, and open spaces and landscaped areas that incorporate pedestrian paths and trails;
3) Reduce and minimize potential water and wind erosion;
4) Serve as stormwater retention within landscaped buffers;
5) Create harmonious transitions and balance elements of the built and natural environment, providing visual relief, screening and softening;
5) Reduce glare by shielding reflective surfaces;
6) Establish or enhance visual order of streetscapes, parking areas, building perimeter landscaping and common open space areas;
7) Provide cooling and counter urban heat island effects.

C.3. Landscape and Materials Palette

The Highway 111 Specific Plan Landscape and Materials Palette is based on the value given to the natural environment and principles of sustainability. The plant palette has been developed in compliance with the Coachella Valley Water District Water Efficient Landscape Ordinance (CVWD Ord. 1302.4) as incorporated by reference in Section 17.24.025 of the RMMC. The CVWD ordinance prohibit wasteful water use such as irrigation runoff onto streets or gutters. The plant palette includes plants that will also enhance bird and wildlife habitat in the area. The CVWD ordinance requires that landscaping plans incorporate water conservation measures including water budgets and efficient irrigation systems that are subject to performance standards, including water audits. The palette is also consistent with the City and Specific Plan sustainability goals and guiding principles, which include conserving water resources and enhancing natural habitat.



The plant palette is designed for maximum water conservation and aesthetic richness in the landscape environment that complements the built environment and blends with the surrounding desert environment. Therefore, it utilizes native and other drought-tolerant plants as much as possible and requires the implementation of xeriscape techniques. It incorporates wildlife habitat enhancing plantings to the greatest extent feasible. The sustainability principles implemented in the Landscape Guidelines are discussed below.

Water Efficiency: Planting materials must be drought tolerant and water efficient, and the landscape palette is designed according to principles of "xeriscaping." This method of landscaping utilizes efficient irrigation systems and designs that group plants according to water needs. The use of turf is discouraged, and landscape plans must otherwise conform to the CVWD Ordinance 1302.4.



The Highway 111 Specific Plan plant palette includes drought-tolerant trees that provide effective summer shade and comply with City and CVWD requirements. These trees should be used to stimulate visual interest during the winter and allow for views of surrounding scenic vistas. Important trees include iconic date palms, thornless cascalote and mesquite, palo verde, acacia, olive, ash, African sumac and tipu trees. They should be mixed with tall and smaller shrubs in addition to grass and groundcover. Trees provide protection from strong winds, shade from the intense summer sun, and reduced outdoor and indoor temperatures.



Energy Conservation: Landscape design can be an effective means of conserving energy. Deciduous and semi-deciduous trees in proximity to structures provide shade during hot summer months and allow solar access in the winter. Trees shading buildings can reduce inside temperatures by 8 to 10 degrees. The Specific Plan plant palette includes several native deciduous and semi-deciduous trees, including Desert Museum and Sonoran Palo Verde, Honey Mesquite, Cottonwood and Mexican elderberry.[1] Vines and shrubs may be planted against outside structural surfaces to provide additional cooling and shading, as is the intention with living walls. Organic and inorganic groundcovers are also recommended where feasible in place of asphalt or concrete. Minimizing paved surfaces wherever possible and using landscaped areas instead can notably reduce air temperature in those areas.



The planning area is subject to strong winds; therefore, the landscape palette also encourages the considered use of strategically placed wind screens of trees or tall shrubs, perhaps in conjunction with berms, as living windbreaks that can mitigate wind and erosion.



It should also be noted that the use of water in California constitutes a major portion of the state's electric power demand. The use of native and other drought-tolerant plants can significantly reduce irrigation water demand and thereby reduce electric power consumption and associated environmental impacts. Sustainable landscaping also means there will be more water left for others in the community.

[1] "Typical Leaf Shed Characteristics of Trees Grown by Arid Zone Trees", http://www.aridzonetrees.com/AZTimes%20Trees/Deciduous%20and%20Evergreen%20Desert%20Trees.htm, accessed April 19, 2010.

Succulents



Species:	*Ferocactus cylindraceus*
Common Name:	California barrel cactus
Height:	1-6 ft
Spread:	1 ft
Notes on Use:	Common to the Coachella Valley, excellent specimen plant grouped with shrubs and boulders.



Species:	*Echinocereus engelmannii*
Common Name:	Engelmann's hedgehog cactus
Height:	0.29-2 ft
Spread:	4 ft
Notes on Use:	This California native has bright and colorful spring flowers.



Species:	*Fouquieria splendens*
Common Name:	Ocotillo
Height:	10-33 ft
Spread:	15 ft
Notes on Use:	This iconic native is a favorite of desert gardens and attracts birds and other pollinators.



Species:	*Opuntia basilaris*
Common Name:	Beavertail
Height:	1.3-2 ft
Spread:	5 ft
Notes on Use:	This beautiful, low growing and spreading gray-blue cactus is common in the Coachella Valley.



Species:	*Yucca schidigera*
Common Name:	Mojave Yucca
Height:	1-16 ft
Spread:	5 ft
Notes on Use:	This high-desert succulent provides dramatic groupings with flower spikes in spring and remains alive after blooming.



Species:	*Agave deserti*
Common Name:	American agave
Height:	1-19.7 ft
Spread:	3 ft
Notes on Use:	Evergreen, yellow flower in spring and summer.



Species:	*Agave geminiflora*
Common Name:	Twin-flowered Agave
Height:	3 ft
Spread:	3 ft
Notes on Use:	Evergreen, endemic to Mexico, pale yellow bloom late spring to early summer



Species:	*Opuntia bigelovii*
Common Name:	Teddybear or jumping cholla
Height:	3-7 ft
Spread:	4 ft
Notes on Use:	Yellow flower with fuzzy, impenetrable spine-like leaves. Commonly used in hedges.



Species:	*Hesperaloe parviflora*
Common Name:	red flower false yucca
Height:	2-3 ft
Spread:	2-3 ft
Notes on Use:	Versatile low succulent shrub with long-lasting florescence in the spring.



Species:	*Echinocactus grusonii*
Common Name:	golden barrel cactus
Height:	1 ft
Spread:	1-2 ft
Notes on Use:	Endemic to Mexico, small yellow flowers appear in summer around the crown of the plant, but only after twenty years or so.



***Species**:*	*Cereus peruvianus*
Common Name:	Peruvia torch
Height:	15-18 ft
Spread:	5-15 ft
Notes on Use:	This columnar, night-blooming cactus provide verticality to any desert planting scheme.



Species:	*Acacia greggii*
Common Name:	Catclaw acacia
Height:	12 ft
Spread:	8 ft
Notes on Use:	The fruit is a legume pod valued by wildlife. This plant should be used away from traffic where its thorns will not cause a problem.



***Species**:*	*Ambrosia dumosa*
Common Name:	White Bursage
Height:	2-3 ft
Spread:	1-5 ft
Notes on Use:	Common constituent of creosote bush scrub; grows fast and flowers in winter.



***Species**:*	*Atriplex canescens*
Common Name:	Shadscale
Height:	1-10 ft
Spread:	3-7 ft
Notes on Use:	Great bird plant; best to plant in dry salty soils.



***Species**:*	*Atriplex lentiformis ssp. breweri*
Common Name:	Quailbush
Height:	8 ft
Spread:	10 ft
Notes on Use:	Very tolerant of alkaline /saline soils, heat, cold and drought. Attracts numerous birds, small mammals and insects.

Shrubs



***Species**:*	*Atriplex polycarpa*
Common Name:	Cattle Saltbush
Height:	3.5-7 ft
Spread:	3-6 ft
Notes on Use:	Slow growth; flowers in summer; commonly used in hedges and bird gardens.



***Species**:*	*Encelia farinosa*
Common Name:	Brittlebush
Height:	1-5 ft
Spread:	4 ft
Notes on Use:	Slightly fragrant leaves; flowers attract butterflies and many desert birds; summer semi-deciduous.



***Species**:*	*Eriogonum fasciculatum*
Common Name:	California Buckwheat
Height:	1-6.6 ft
Spread:	3 ft
Notes on Use:	Easy to grow, even in very dry conditions; sheds dried flowers and leaves thus important for creating natural mulch.



***Species**:*	*Larrea tridentata*
Common Name:	Creosote Bush
Height:	3.3-12 ft
Spread:	6-12 ft
Notes on Use:	Extraordinary tolerance of drought, saline or alkaline soils, and adapted to desert conditions; evergreen.



Species:	*Lycium andersonii*
Common Name:	Water Jacket
Height:	8.9 ft
Spread:	3-6 ft
Notes on Use:	Tolerates some soil salinity and alkaline soils; dense and thicket-like form, often impenetrable even by birds.



Species:	*Salvia apiana*
Common Name:	White Sage
Height:	3-5 ft
Spread:	3-8 ft
Notes on Use:	Strong aroma, supports humming birds and bees, flowers summer through winter.



Species:	*Simmondsia chinensis*
Common Name:	Jojoba
Height:	3-7 ft
Spread:	4-7 ft
Notes on Use:	Moderately fast growing, long-lived/evergreen; tolerates salinity and poor-nutrient soils.



Species:	*Sphaeralcia ambigua*
Common Name:	Globemallow (Desert Mallow)
Height:	3-5 ft
Spread:	2-4 ft
Notes on Use:	Flower Color: Orange, Lavender, Red, Pink. Typical in creosote bush scrub.



Species:	*Sphaeralcia ambigua rosacea*
Common Name:	Apricot Mallow
Height:	1.6-3.3 ft
Spread:	2-3 ft
Notes on Use:	Perennial, tends to grow at elevations from 500-2600 feet.



Species:	*Leucophyllum pruinosum*
Common Name:	Sage ‘Sierra Bouquet’
Height:	5-6 ft
Spread:	5-6 ft
Notes on Use:	Prefers alkaline soil, peak flowering in late summer to early fall with fragrance, supports bees, butterflies and birds.



Species:	*Tecoma sps*
Common Name:	Orange jubilee
Height:	2-4 ft
Spread:	2-3 ft
Notes on Use:	May colonize disturbed, rocky, sandy, and cleared land with invasive risk.



Species:	*Dalea spinosa*
Common Name:	Smoke tree
Height:	5-12 ft
Spread:	3-8 ft
Notes on Use:	Requires relatively abundant water; leaves appear for only a few weeks each spring before the tree flowers



Species:	*Bougainvillea spp.*
Common Name:	Bougainvillea
Height:	2-6 ft
Spread:	3-8 ft
Notes on Use:	Climbing or straggling; ornamental native to Brazil



Species:	*Asclepias subulata*
Common Name:	Skeleton Milkweed
Height:	3-4 ft
Spread:	3 ft
Notes on Use:	Loses leaves early in the season and stands as a cluster of naked stalks; can flower in all seasons

Groundcovers



Species:	*Mirabilis laevis*
Common Name:	Desert Wishbone-bush
Height:	1 ft
Spread:	8 ft
Notes on Use:	Flower in winter and spring, closed in the middle of the day



Species:	*Mirabilis laevis var. crassifolia*
Common Name:	California Four O'clock
Height:	2.6 ft
Spread:	10 ft
Notes on Use:	Dense and mounding form; summer semi-deciduous, winter deciduous



Species:	*Muhlenbergia rigens*
Common Name:	Deer Grass
Height:	3 ft
Spread:	1 ft
Notes on Use:	Flower in spring, light silver-green to purple color



Species:	*Abronia latifolia*
Common Name:	Sand verbena
Height:	6-12 inches
Spread:	2-3 ft
Notes on Use:	Grows in succulent mats where it has room to spread, helps stabilize dunes and resist erosion



Species:	*Lantana spp*
Common Name:	Lantana
Height:	1 ft
Spread:	2-4 ft
Notes on Use:	Genus of 150 species of perennial flowering plants, some are invasive



Species:	*Dalea greggii*
Common Name:	Trailing indigo bush
Height:	1 ft
Spread:	5-6 ft
Notes on Use:	Evergreen, requires little maintenance, great choice for steep banks



Species:	*Acacia redolens*
Common Name:	Desert Carpet
Height:	1.5-2 ft
Spread:	10-12 ft
Notes on Use:	Prohibited by CVMSHCP near Conservation Areas.

Trees



***Species**:*	*Prosopis glandulosa*
Common Name:	Honey mesquite
Height:	20-30 ft
Spread:	30 ft
Notes on Use:	Deciduous in winter, yellow flower in spring and summer. Supports wildlife pollinators.



***Species**:*	*Parkinsonia florida*
Common Name:	Blue palo verde
Height:	26 ft
Spread:	20 ft
Notes on Use:	Fast growth, flower in spring, semi-deciduous in summer



***Species**:*	*Olneya tesota*
Common Name:	Desert Ironwood
Height:	20 ft
Spread:	32.8 ft
Notes on Use:	Flowers in spring, supports butterflies and other insects.



***Species**:*	*Tipuana tipu*
Common Name:	Tipu tree
Height:	25-40 ft
Spread:	40-60 ft
Notes on Use:	Native in South America, commonly used as shade tree.



***Species**:*	*Pinus pinea*
Common Name:	Stone pine
Height:	30-60 ft
Spread:	18-26 ft
Notes on Use:	Ornamental/canopy tree.



***Species**:*	*Chilopsis linearis*
Common Name:	Desert willow
Height:	15-30 ft
Spread:	10-20 ft
Notes on Use:	Small tree, ‘shrub’ looking, humming bird friendly, pleasant fragrance.



***Species**:*	*Washingtonia filifera*
Common Name:	Fan Palm
Height:	49-66 ft
Spread:	10-15 ft
Notes on Use:	Flower in winter and spring, supports birds and butterflies



***Species**:*	*Populus fremontii*
Common Name:	Fremont Cottonwood
Height:	40-100 ft
Spread:	25-35 ft
Notes on Use:	**Summer shade native, attractive bark,** Flower March through April, supports birds and butterflies

Habitat Enhancement

Native and appropriate non-native plants offer a variety of options that harmonize with the desert-oriented theme of the landscape plan and the surrounding environment. The plant palette for the Specific Plan has been designed to enhance habitat by including a variety of trees, shrubs, cacti and succulents, and accent flowers and grasses that benefit native and migratory species that inhabit or could inhabit the planning area. Beneficial plants provide food and shelter for a variety of birds, mammals, reptiles and beneficial insects.



Landscape types are based on the recommended Plant Palette, shown in Table VI-1, above.

C.4. Landscape Irrigation

Introduction

That 'Water is Life' is especially true in the desert. But that does not mean desert landscapes can't be lush and colorful while being water-efficient. Established natives and desert-adapted plants need much less water than tropical or subtropical shrubs and trees, shallow-rooted annuals, non-native perennials, ground covers and especially lawns. But even these drought-tolerant plants need supplemental water during the summer months and other times of the year. Water needs to be delivered where it's needed rather than sprayed across gravel, asphalt or concrete. Rock and gravel are also important components of a drought-tolerant landscape, adding structure and beauty without increasing demand for water.



Irrigation Components

There are a wide range of irrigation emitters ranging from high-volume spray emitters for lawns to micro-drip emitters that water just the root zones of plants. The Highway 111 Specific Plan prohibits the installation of turf, although artificial turf is permitted. Most systems are on timers that turn valves on and off at specific times and duration, allowing the development of independent watering zones for trees, another for shrubs and yet another for smaller perennials and annuals. Components should be matched to the need and should be of quality construction so they last and require minimum maintenance.

Irrigation System Design

It is important that the designers and landscape architects are working hand-in-hand in the site planning, especially and including landscape areas and how they complement the building and site. Concurrent with landscape plan design is the development of a water budget. This will help in sizing the system and ensuring adequate supply and appropriate pressure is delivered to the landscaped areas. Drip irrigation is generally the best approach to watering the desert landscape. Beyond the meter, plan to incorporate a system shutoff valve that does not disrupt supplies to the balance of the property. One or more timers and the valves they activate will allow control of zones by time of day and duration.

On-Street Utility Cabinets

Unfortunately, and at least for the foreseeable future, the public street right-of-way hosts a variety of traffic signage, light, and other utility cabinets. These are generally very utilitarian in design and little or no effort has been made to add design value to these necessary facilities. Communities and local groups have taken it upon themselves to enhance the appearance of these otherwise intrusive facilities. In some instances, landscape screens can also be effective visual buffers. The following photos provide some idea of the type, interest, simplicity and complexity such designs can take.









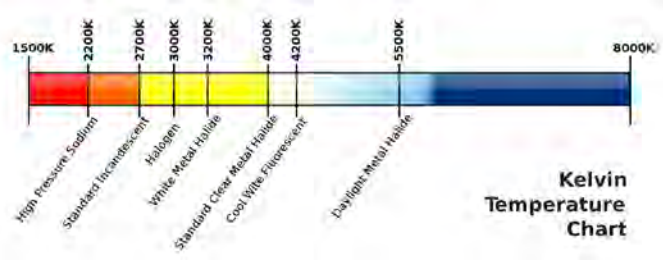




C.5. Landscape and Parking Lighting

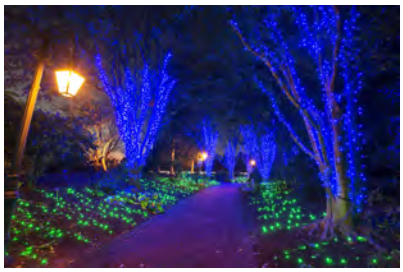
Lighting design, and the types of fixtures and luminaires, have a profound effect on how buildings, landscapes, sidewalks, parking and other lit areas are viewed. The primary purpose of outdoor lighting is to provide adequate nighttime visibility and a sense of security, while enhancing the aesthetics of the area illuminated. Improper or thoughtless lighting, whether location, fixture or luminaire can impinge on streets, adjoining properties and the night sky and degrade the light environment. The intent of the following guidelines is to meet visibility and aesthetic goals without compromising the overall effect.

Beyond the functional use of lighting, these guidelines also address new and innovative applications of lighting in the built environment. The advent of LED and related technologies allows for color temperatures that create a widening array of lighting effect and that do not create many of the pollution issues associated with “broadcast light”. Tunable luminaires allow warm light without harsh glare of higher and narrow frequency light sources.



Low-intensity LED applications include architectural edge lighting, tree-wrapping and other landscape effects, topiary, ambience lighting and many others. These allow low level, point lights (fairy lights) create their effect without casting illumination into the surrounding area and sky. A variety of colors are now available as well.







Lighting design should also make use of adaptive controls such as dimmers, timers, and/or motion sensors. Energy and lighting management and controls are rapidly emerging in outdoor lighting. These technologies can result in additional energy savings, improved light source efficacy and increased visual task performance. It is easiest for new development to build in the ability to make use of adaptive controls during the adoption of designs for new lighting installations, but lighting retrofits can pay for themselves in just a few years.

Landscape and Parking Lighting Guidelines

A. In all instances, lighting levels shall be kept to the minimum necessary to accent landscaping, illuminate paths and walkways, and parking lots and provide security. Lighting plans shall comply with the City night-sky preservation ordinance.

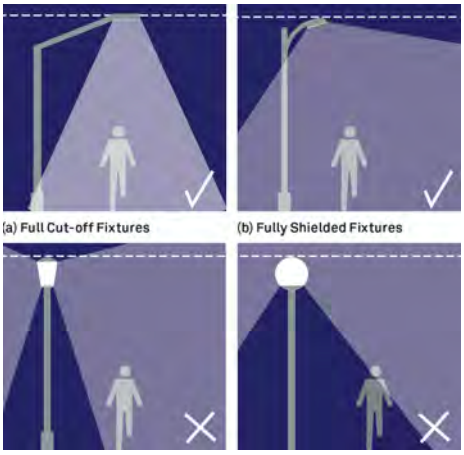
B. Provide well-designed, energy efficient, architectural and landscape lighting that contributes to a safe and inviting atmosphere without casting light into the night sky, adjacent properties, or sensitive habitat areas. No direct or indirect lighting should encroach into adjacent or in proximity to Conservation Areas established by the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and in other habitat areas.

C. Light fixtures and luminaires should be capable of accepting 7-pin controls that can enable to use of dimmers, timers, motion sensors, and networking and include light control programs that dim or turn off lights during non-business hours.

D. New and retrofitted designs should avoid over-lighting parking areas and drives, including the use of overly tall standards that lessen control and increase spillage.

E. Luminaires should rely upon low-pressure sodium light sources, which reduce the skyglow and preserve the night sky.

F. Use landscaping to serve as filtering devices to soften the impact of direct exterior, reflected exterior, and building interior lighting.



G. Avoid the use of short-wavelength luminaires (430-530nm) spectral power distribution (SPD) of more than 25%, such as those that have a correlated color temperature (CCT) of 3000K or less, which will ensure light that does not exceed the 25% SPD threshold.

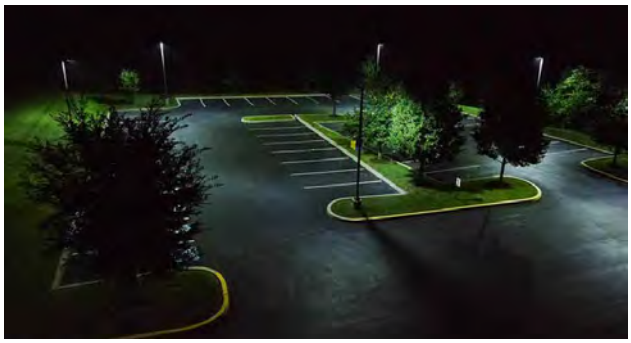
H. Vehicle entrances, driveways, parking and service areas, pedestrian entrances, walkways, and activity areas should have a sufficient level of lighting to provide security and safety. A minimum of 1 foot-candle should be provided; however, along other property boundaries on-site lighting should be zero foot-candles.

I. Parking lot lighting fixtures shall not exceed 15 feet in height.

J. Light fixtures and structural supports should be viewed as integral parts of the architectural and landscape design and should be architecturally compatible with the theme of the development.

K. All projects within 1/2 mile of the Rancho Mirage Library and Observatory may be required to submit special light studies providing evidence that project lighting will not adversely affect the observatory.











D. Signage Guidelines

All signs within the Highway 111 Specific Plan area will be designed to provide consistent reinforcement of the Rancho Mirage "character" and quality for which the community is well known. Signs may communicate only specific information but shall, in themselves, add to the attractiveness and vitality of the streetscape and area.

Signs may provide an address, identify a place of business, a building complex or multi-use area, locate tenants, reinforce "district" themes or generally provide directions and information. Signage shall also provide for public safety and ease of circulation. Regardless of function, signs shall be architecturally compatible and contribute to the character of the area. Signs shall not compete with each other or dominate the setting via inconsistent height, size, shape, number, color, lighting or movement.

All signs in and for projects within the Specific Plan area shall conform to the guidelines set forth herein. If a condition is not addressed in this Specific Plan, then the provisions of the Rancho Mirage Municipal Code Chapter 17.28 (Signs) shall prevail. The uniform application of these signage guidelines, addressing size, location, type and quality of both temporary and permanent signs, will provide the basis for the integrated visual character envisioned for the Highway 111 corridor in Rancho Mirage.

D.1. Project Identity and Monument Signage

Entry monuments shall identify entries to theme restaurants, commercial and professional centers within the Specific Plan area. They shall include clearly displayed address(s) and name(s) for the center. These monument signs are intended for larger commercial and office uses of free-standing or attached design.

Entry monuments shall reinforce the "district" design theme and character. Logo, typeface and color schemes shall be consistent throughout the area being identified, and compatible throughout the project. Design of such monumentation shall be coordinated with street landscaping.



A key location for a planning area-wide monument sign would be at the northeast corner of the Bob Hope Drive intersection. As shown below, a green wall backdrop and layers of stone and Corten steel give a modern and organic feel of the desert oasis City of Rancho Mirage. Another idea would be a warm color palette, which includes contrasting layers of bronze colored Corten steel, stone, board formed concrete, and a concrete seat wall with a sedimentary finish, serving as a warm welcome into the City.

Corridor Gateways and Focal Points

Rancho Mirage has a variety of important entry and focus points that provide opportunities to reinforce the City's identity and showcase scenic viewsheds. Entry monuments and iconic streetscape and landscape treatments reflect the community's unique character. Focal points can be located anywhere along major routes, including important street corners, within parks and other public open space, civic buildings, schools and historic areas. They should provide a welcoming experience to motorists, bicyclists and pedestrians as they enter and travel through the City.

Neighborhood parks are among the city's most valued scenic places, as they provide an enhanced sense of community and a visual sense of relief, calm and well-being. The layout of parcels within a residential subdivision can influence the economic impact, traffic safety, and livability of a neighborhood. Placing parks in the center of the neighborhood, for example, serves to provide a community with its own meeting point, a place for family activities, and a central neighborhood gathering place. Compatibility will be achieved through thoughtful planning and design.

D.2. Corridor and Project Wayfinding Signage

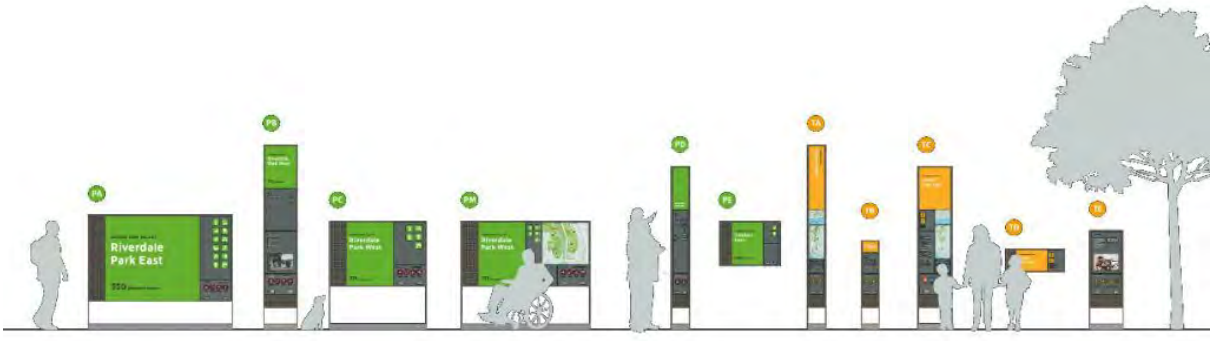


As noted in Section B.4, above, the hierarchy of wayfinding signage within the Highway 111 planning area that meets this need includes decision points, conformation points, and turning points. Along the corridor there are numerous opportunities to create themes that differentiate districts, use highly visible elements to show what is ahead, identify major destinations and attractions, and help navigate the corridor.

Each future project site and/or a larger planning area will be organized intuitively so that visitors, employees, and others will be able to quickly and easily identify how best to reach their desired destinations. The goal of the wayfinding signage guidelines is to offer a comprehensive, unified set of standards that facilitate direction, help create a dynamic sense of place, and integrates seamlessly with the architecture and landscape of the site.

Signage will help announce the presence of the subject development to the community, establish an image and identity, and enhance the first impression of visitors to the site. Once inside the site, visitors will use signage to understand how to circulate, where to park, determine how to navigate to their destination, and learn what the place has to offer.

Signage concepts illustrating four potential options for how the main types of signs can be applied to the site. They include:
- Site Identification (gateways, site, parking, and building identification)
- Direction (vehicle, bicycle and pedestrian)
- Information (directory, destinations, parking entrances)



Wayfinding design principles help ensure that the sign program connects people to destinations, promote active travel that is safe and efficient, keep people moving, keep to a simple unified program within a given project or district of the corridor, are intuitive and predictable, and address the signage needs of all users. The following wayfinding signage guidelines will help ensure that the corridor and individual projects are navigable and an attractive addition to the streetscape.

A. Entry monuments shall identify entries and shall include clearly displayed address(s) and name(s) for the center. Monument signs for larger commercial and office uses may be either free-standing or attached design.

B. Pedestrian wayfinding signage should be designed to human-scale and speed of travel, allowing effective but smaller signs that are oriented to the walking and biking public.

C. Pavement graphics at project entries and elsewhere in the planning area shall not constitute safety hazards by distracting pedestrians, drivers, or other users.

D. Signage design should be simple and durable in form to elevate site aesthetics, and clear, concise in function to provide information and directions.

E. Signage hierarch shall illustrate the four levels of development project wayfinding:
- Identification (gateways, site, parking, and building identification)
- Direction (vehicle, bicycle and pedestrian)
- Information (directory, destinations, parking entrances)
- Amenities (sculpture, pavement treatment)

D.3. Primary Building Signage



The following guidelines are appropriate for commercial, mixed-use and office park developments. Specifics on signage regulation can be found in Section 17.28 of the RMMC. In general, the guidelines below are meant to ensure a signage program that is integral to and complementary of the site and landscape plan and building architecture.

A. On-building signs and sign copy shall not crowd the edges of the building, cornice line, or other architectural features.

B. A maximum of no more than four (4) colors are recommended for building identification signs.



C. Signs should be evenly distributed throughout the tenant space and within mixed-use and single-use multiple tenant center.

D. The maximum sign area permitted may be increased by up to ten (10) percent and the background color and the maximum number of colors on a sign may also be increased, based upon unique building characteristics or design, unique sign design or unique site planning and subject to approval of the Director.

a) Sign Location



Signage is only useful if it is visible to the intended audience. Beyond getting the customer or visitor into the development site via entry monument signs, architectural placemaking elements and other means, on-building signage will help locate the destination business or building. Therefore, on-buildings signage should be placed high enough on the façade, but below the cornice or any awnings, to be reasonably discernable once the customer is on-site. The signage program should identify a "signage strip" or zone where building and business identification signage is to be located.

At multi-tenant buildings, signage should be used in combination with individual storefront design and facade increments to create interest and variety. For stand-alone business, on-building signage should be visible from the perspective of the motorist incorporating elements of the buildings' architecture and should not be designed as unrelated elements attached to the building. Architectural elements such as building bays or protrusions, corner towers and oversized entrances are appropriate locations for large-scale signage.

b) Sign Materials

Sign materials may vary with architectural styles. For example, consider eight-inch steel channel letters, bronze or gold in color, or embossed lettering in the flat concrete cap. For Spanish Colonial Style, a stucco block or mortar washed base with tile accent with concrete cap and recessed letters similar in design to the directional ground sign or bollard is recommended.

Signs should be constructed and installed by a professional sign fabricator. They should be made of high-quality materials such as metal, stone, ceramic, brass-plate, etc. Synthetic materials may be utilized if they resemble and have the durability of natural materials. They should enhance the architecture of the building and provide a unique character to storefronts and other entrances.

c) Sign Sizing

Section 17.28 of the RMMC sets forth specific size and dimension limitations for on-building and other signs. Table V-5 of this Specific Plan sets forth these standards. Where conflicts between Ordinance 17.28 and this Specific plan arise, Section 17.28 of the Zoning Ordinance shall prevail. The maximum letter height and area for fascia and wall signs is established based upon distance from the street, size of the façade where signage is proposed, its relationship to the design of the structure and its compatibility with surrounding signage or approved sign program. For more information on sign regulations, see Section 17.28.150 and Table 3-13 of the RMMC.

D.4. Retail Signage

Retail space is dynamic with a high number of visitors on the hunt for something special. The design of business identification and other entrance signs may tell the customer the type of business. If signs are clean and well-maintained, customers will have positive expectations about entering the business. Beyond announcing the businesses' location, signage should be "legible" and create anticipation of arrival.



A positive slogan below the store name or an interchangeable element that announces specials can generate positive expectations for the customer. Architectural elements of the building that could partially block the view of outdoor signs should be avoided. However, signage should not be obtrusive or dominant in the viewshed.

These guidelines also allow the use of a sculptural approach with elevated visuals and a simple style of design. The guidelines recognize the evolving tastes in sign design, ranging from hard and dynamic to soft and static. The suggested color palette is gentle, elegant, and modern. Style, size and color must also be complementary to and may be derivative of the architectural style of the building. For example, typeface categories may be strong and modern, soft and classical, or free and unique style.



D.5. Signage Lighting

The illumination of signage is an essential part of effective architectural and landscape design. There are a variety of requirements and technologies available to meet specific needs, including monument signage lighting at a development entrance, directional signage within the development, and building and business identification. In all instances, the goal is to make the sign readable without excess or badly oriented illumination. Signage lighting should be limited to the minimum necessary to achieve the design goal. The following guidelines should be applied to design of signage lighting with the Highway 111 corridor.



A. The development signage program should be developed with sign lighting as an essential component and should be an integral part of and a complement to the development's architecture and landscape design.

B. Signage illumination should be limited to the level that adequately serves the specific need without generating excessive or poorly managed light.

C. Exterior lighting for all freestanding and on-building signage shall use fixtures that shine directly on the sign and do not spill into the night sky.

D. Signs that are backlit with lighting washing onto surfaces behind projecting solid or cut-out lettering are recommended, creating a silhouette or "halo" effect.

E. Signs that are front-lit from above or below with single or multiple spotlights are recommended with use of proper shielding that ensures minimal light spillage or intrusion.

F. Direct light sources, such as light fixtures supported in front of the structure should be used to cast light on the sign in a controlled and efficient manner.

E. Walls, Fences and Screens



Walls, fences and other screening are permitted at specific locations within the Specific Plan area and for specific purposes all or most of which are addressed in the City's Zoning Ordinance (17.20.070). In addition to delineating property boundaries, walls and fences also serve to screen parking areas, trash enclosures and site utility areas. Beyond the use of masonry walls, landscape hedges may also be permitted using proper planting materials and assurance of height management and proper maintenance. Other wall and screen materials may be considered and permitted with approval of the Director. Landscaping provides no meaningful acoustical screening, requires ongoing maintenance and water; its use should be considered carefully.

Walls and fences should be an integral part of site and landscape design, especially in areas of public visibility, and those subject to high winds. Careful consideration must be given to the proposed placement of walls and fences to provide a natural transition between land uses and between development and open space areas. They should be treated as architectural elements, providing aesthetically pleasing visual and sound buffers, and preserving privacy for residential neighborhoods. Guidelines for the use of walls, fences and other screening in the Highway 111 Specific Plan area include the following:

A. Visual screens (walls, fences, hedges) should generally not exceed 6 feet in height, as measured from finished grade. Taller screens, whether visual or acoustical screening, or both, may be considered on a case-by-case basis.

B. Screening or buffering enclosing outdoor use areas, such as restaurant terraces and lounge areas, may use wrought iron, decorative masonry, tubular steel or other appropriate material with such screening no higher than 72 inches and no more than 48 inches where line of sight must be considered.

C. Walls, fences and screens should be an integral part of architectural, landscape and overall site design.

D. Creative design in walls, fences and screens are encouraged as long as they serve the functional purposes and complement the development site plan, architecture and landscape design, and surrounding land uses.

E. Within and adjacent to residential development, walls and fences shall be permitted to screen entryways and courtyards, as well as private open space areas.

F. Walls and fences may be constructed of wrought iron, split face block, precision block or stucco, consistent with the informed aesthetic of the development plan and architecture. Alternative materials may be considered by the Director of Development Services.







G. Chain link fencing shall be permitted for limited duration for temporary special events or other approved temporary uses. At the discretion of the Director of Development Services, permanent chain link fencing shall be considered on a case-by-case basis.







CITY OF RANCHO MIRAGE

HIGHWAY 111 SPECIFIC PLAN

VII. TRANSPORTION & CIRCULATION

A. The Highway 111 Corridor: An Introduction



Highway 111 is a long-established travel route and corridor that has probably be in use for centuries. Since the late 1800s through the early part of the 20th Century, Highway 111 has been a Native American Trail, a stagecoach route and a state highway. Today, east-west travel served by the highway has been significantly augmented with other major arterials and US Interstate-10. Most recently, 111 has taken on the character of a local-serving and community-connecting arterial roadway that provided three travel lanes in each direction throughout most of its length between Palm Springs and Coachella.

The corridor has been evolving to serve as direct access to destinations within the corridor and less as a route to quickly pass through the community. Changes in travel volumes on Highway 111 and other major east-west arterials evidence this change, and the evolving function of Highway 111 as a local destination and service provider is emphasized in this Specific Plan. It is also designated a truck route and a community emergency evacuation route in the City General Plan.

B. Transportation and Corridor Design

The City's transportation network is a critical component of community design and profoundly effects the overall appearance of the City. Important components include street width, median and parkway design and landscaping. Other important components include gateway monument signage, street signage, commercial signage, street lighting levels and fixtures, and bus turnouts and shelters. Curb and pavement treatments, bike lanes and other on-road graphics, and utility structures and facilities also influence the appearance of the roadway. Development along the corridor should buffer views of parking with landscaping and pedestrian paths, locating some buildings at the street and parking at the sides or rear of the buildings. In addition to enhancing corridor aesthetics, this design approach also provides Highway 111 with a sense of vitality and community that activates this important part of the public realm.

The Highway 111 corridor is narrow and constrained by the Whitewater River on the east and north and the foothills of the Santa Rosa Mountains to the west and south. Development opportunities vary from narrow strips on either side to larger "cove" areas in the western portion of the planning area. However, the corridor has become more of a destination and less as a passage through the City. The mix and type of existing land uses, and the intensity and location (distribution) of land uses have a profound effect on the highway and local roadway network. The efficient distribution of land uses has a direct effect on how, when and where traffic is generated along the corridor and how well it is accommodated. Land use efficiencies are affected by densities, diversity and proximity of land uses.

In addition to supporting local and regional vehicular traffic, the local network also supports pedestrian access encouraged by *Complete Streets* and *New Urbanism*. The trend is toward diversifying and making efficient and safe travel more accessible and equitable. In this regard, the Specific Plan moves toward a more closely integrated grouping of land uses, including "mixed-use" designations and synergistic mixes of uses. Efficient land use planning can reduce the need to travel outside the neighborhood by providing shopping and other "services" within walking or biking distance of local homes and businesses.

Based on analysis by the Federal Highway Administration (FHWA) travel to and from work comprise about 25% of all trips, while the other trips are generally shorter. The Specific Plan has been designed for proximity and accessibility between existing and future homes, retail shops, professional/medical and other services.

Nodes and Corridors

The Highway 111 transportation network connects us with the places we live and work, educate, cultivate and play, and shop and eat. Along the corridor, nodes are an important place where we come together by car, bike or walking, and where our lives intersect. Nodes are not just street corners; rather, they are places of high intensity and with the greatest mix of uses. Ideally, at nodes we can leave our cars, bikes and golf carts and walk between and among the various mix of uses. Large nodes are places for convenient living and working, and where there is immediate access to shopping, services, entertainment and socializing. Existing nodes include such commercial service as The River and Rancho Las Palmas Shopping Center and such institutional and cultural centers as the Library/Observatory, RM Community Park and Amphitheater, and City Hall.

There are a variety of smaller nodes along the Highway 111 corridor, including the east and west City gateways (PA-1 and PA-12) where thought should be given to streetscape design and adjoining development as opportunities to distinguish Rancho Mirage from its neighbors. Other nodal enhancement opportunities include (1) the west-end corner of the San Jacinto Arts Village (PA-8a), (2) the southeast corner of Highway 111 and Indian Trail, (3) the northeast corner of the highway with Mirage Road and its unique rocky outcropping, and (4) the southeast corner of the highway and Via Florencia; offers special opportunity for placemaking as discussed in Section IV.



The Highway 111 corridor is designed and managed to optimize safe driving, convenient transit, and enhanced pedestrian and off-highway bike access. This Specific Plan strives to enhance these characteristics and strengthen the corridor's functions. The corridor provides for both higher speed passage and for more relaxed and safe travel along attractive commercial and residential neighborhoods, and well-landscaped parkways and median islands. The corridor is also where all users can appreciate the scenic vistas of our dramatic desert and mountain landscape.

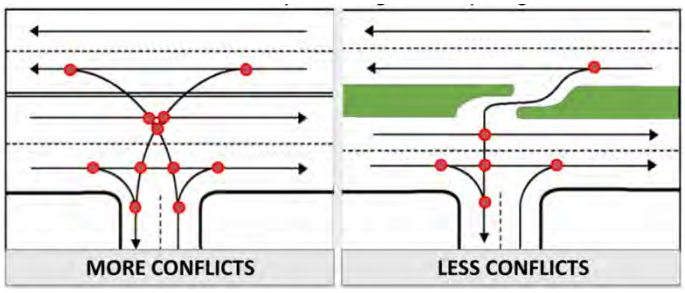
Corridor Design and Network Enhancements

Highway 111 is firmly established as a six-lane, divided highway with different segments and operating conditions. Travel congestion is generally limited and is most prominent on the east beginning at about Parkview Drive. This compares to the PA-5 segment between Paxton Drive and Country Club Drive with only one intervening traffic signal and limited access. Lane widths along the entire corridor are relatively narrow and serve to calm traffic and make drivers more alert. The following briefly discusses existing conditions and enhancements that may be possible.

The Travelway

The travelway is the paved street section from curb to curb (not including median islands). Current and projected traffic volumes indicate that three travel lanes in each direction on Highway 111 is essential to maintain adequate levels of service now and in the future. In the near term, efforts should be directed to combining existing access drives and limiting new highway access where practicable. This will enhance operations and increase traffic safety.

The Median Island



The Highway 111 median islands provide the important function of separating directions of travel, better delineating the travelway and screening and visual interest. On this corridor especially, median islands serve to enhance traffic flow and calm traffic speeds and movements with speed reductions of 3 to 5 mph with little effect on traffic volumes. At intersections, median islands improve safety and can provide pedestrian 6-foot wide (min.) refuges along crosswalks, although none currently exist on Highway 111 and may not be needed given the relative narrowness of the highway's paved section.

Visibility and Line of Sight



Visibility and line of sight are important considerations when placing landscaping or other materials in the median island. Where line of sight is most critical, objects in the median, whether vegetation, boulders or sculpture, should not exceed 3.5 feet in height above roadbed, except for short segments where blockage of views across the median is limited. At intersections, the height of objects in the median island and other locations where line of sight is critical should not exceed 0.5 feet. Other principles applied to median design include minimizing the sight distance "shadow" to no more than 50% of the sight line.











The Intersections

A balance must be struck between the functional, clear and visible movement of vehicular and pedestrian traffic and the aesthetic appearance of the intersection. Care must be taken to minimize distractions in the vicinity of intersections that could create safety issues.

As noted, several of the Highway 111 intersections have been identified as opportunities for nodal development ranging from mixed-use developments to placemaking pedestrian stops. Here too are good opportunities to create visual cues and other special treatments that can be read from a distance and help inform drivers about where they are on the corridor. Intersections also frequently delineate changes in neighborhoods and can be used to further create a sense of place and location. Intersections are also locations where vehicles and pedestrians must accommodate one another safely and in a manner that meets the needs of all users, including transit users and bikers.

The City can optimize intersection operations and safety by following some simple design rules. For instance, design and stripe intersections to discourage inappropriate movements and to encourage those that meet user needs. Design constraints at the intersection that control and reduce traffic speeds, and that minimize the pedestrian distance and crossing time. Ensure that intersections are adequately lighted and minimize glare and other impediments to clear vision at night.

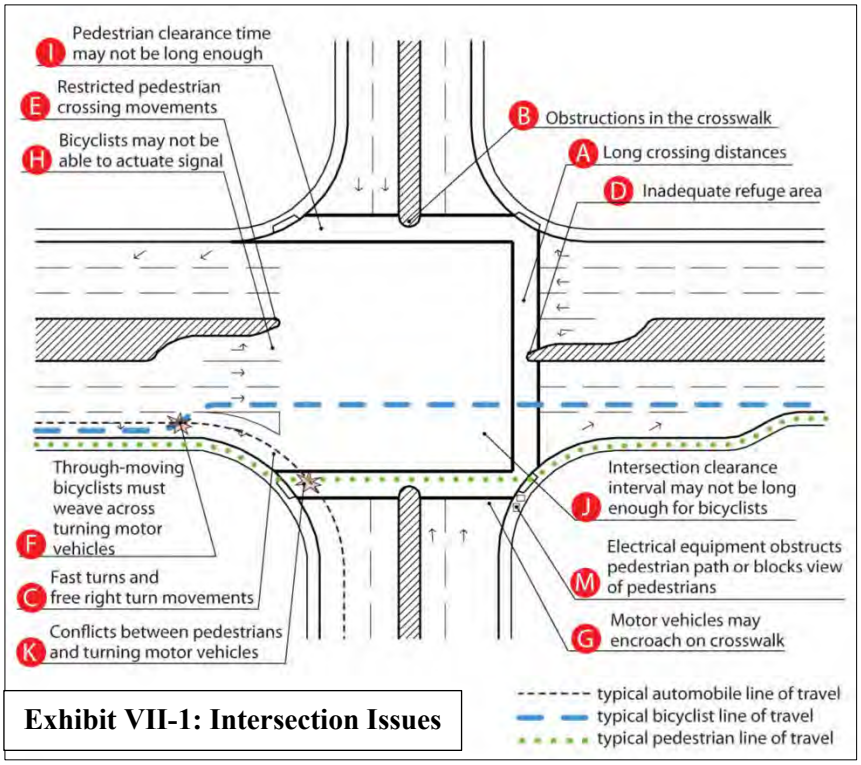


Exhibit VII-1: Intersection Issues

<u>Crosswalks Design</u>

Motorists have a variety of things demanding their attention, ranging from surrounding vehicles to signage and signals. Add pedestrians and bicyclists to the mix and drivers have a lot to track. Additionally, as a motorist's speed increases, their cone of vision narrows. These conditions require pedestrian crossings to incorporate features to alert motorists to the presence of a crosswalk and specifically drawing attention to pedestrians.

Due to the generally high traffic volumes and distance between intersections, there are no mid-block street crossings within the Highway 111 corridor. While no mid-block highway crossing opportunities have been identified, an under-bridge crossing immediately west of Mirage Road appears to be possible. This would connect the Magnesia Falls neighborhood with the City Library/Observatory (PA-6: Library Commons), the San Jacinto Arts Village and the Community Park.

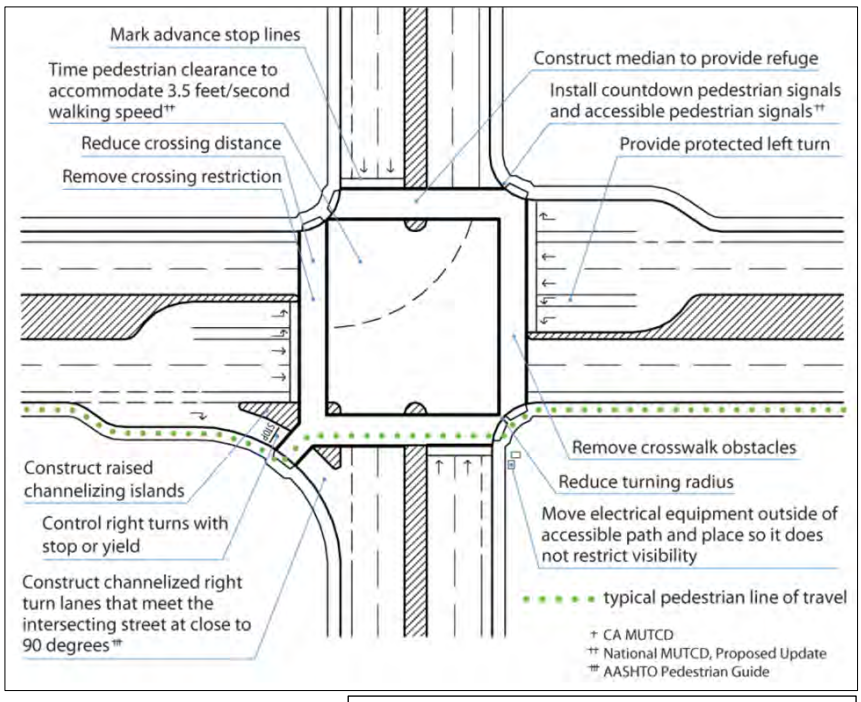


Exhibit VII-2: Intersection Solutions

A high visibility ladder style crosswalk, which includes the equivalent of a combination of 6″ wide transverse lines and 1′ wide longitudinal bars, improves visibility for motorists and usability for pedestrians with sight impairments. The crosswalk width should be set such that it can easily accommodate all pedestrians crossing the road (minimum of 6′ wide). It is important to provide overhead lighting where a pedestrian crosses a roadway to make the pedestrian visible to motorists. Lighting should be placed to illuminate the side of the pedestrian facing traffic. Lighting increases the comfort level for pedestrians at night and in the early morning, especially for school age children. Alternative crosswalk designs are discussed below.

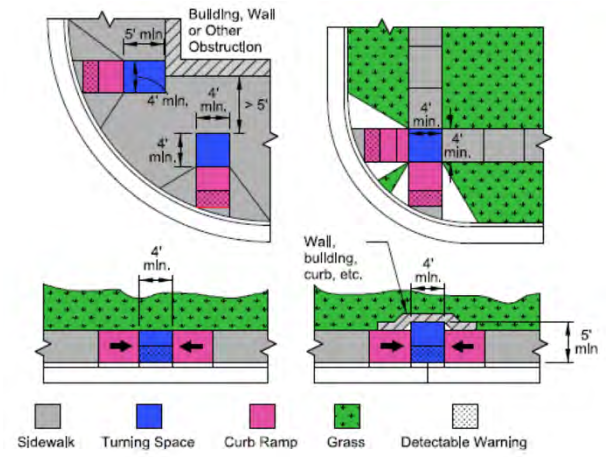
ADA Accessible Design

There are many reasons to pay special attention to ADA (Americans With Disability Act) and other accessibility requirements within the Highway 111 Specific Plan area. Not the least of these include providing accessibility for the handicapped, parents with children in strollers and older persons, and others with mobility challenges. With an aging population and a higher-than-average resident age in Rancho Mirage, optimum accessibility is an important part of a dynamic and successful mixed-use arterial corridor.



Crosswalks and Urban Design

A wide variety of crosswalk designs have been developed over the past few years, including those that apply a variety of ramp designs, and patterns and colors. Crosswalk visibility is essential to the driver and the pedestrian and others in the crossing. The array of crosswalk designs ranges from the bland to the optical illusion and the kaleidoscopic, as shown in the examples below.



Crosswalks should first and foremost be functional, clear, simple and highly visible designs. While many of these examples are graphically appealing, they have several problems that makes their use less desirable. These include confusing or distracting graphics, design that is difficult to read during low light hours and under other circumstances, and initial brightness but quickly marked and difficult and expensive to keep clean and to repaint.

Finally, it should be noted that the Federal Highway Administration (FHWA) has stated that most "crosswalk art is actually contrary to the goal of increased safety and most likely could be a contributing factor to a false sense of security for both motorists and pedestrians."

Despite the limitations cited above, graphically dynamic crosswalks (and other on-street graphics) can be realized without compromising safety, becoming unsightly, or creating an undue maintenance burden. A variety of designs have been developed for the Specific Plan that are based on local iconic themes, including bighorn sheep and palm trees. Some examples of dynamic but safe crosswalk graphics are shown below.

The above examples were designed for consistency with the FHWA recommendations and standards for crosswalks. When applying such designs in the Highway 111 Specific Plan area consideration should be given to the types and sources of funding that may be applied and, if necessary, to confer with federal funding sources on the acceptability of such or similar designs.

Crosswalk Paints and Other Materials

A variety of paint materials have been used for on-street graphics, including water-based, solvent-based, epoxy and thermoplastic paints with a life span of 9 months to six years. Glass beads are frequently added to the paint to increase reflectivity. The most durable paint is thermoplastic that has some advantages over others but is recommended for symbols and spot-painting. Disadvantages include quick signs of surface wear, expense and removal challenges.





Given the high traffic volumes on Highway 111, alternative methods should also be considered. These include colored and poured concrete which requires cutting into pavement and creation of joints in the road surface. Also frequently used is concrete brick which comes in a variety of patterns and colors and can be laid in a variety of graphic patterns. In crosswalks both poured concrete and block require high contrast with the asphalt pavement. The placement of signal control loops may also be constrained by the selection of crosswalk materials. In all cases, regular cleaning and maintenance will be needed to ensure crosswalks provide clear, visible and safe passage across the street.

Crosswalks

An assessment of crosswalks within the planning area indicates that most intersections are adequately served; however, minor enhancements could enhance connectivity through the corridor. Potential improvements include the addition of crosswalks at select intersections where marked crossings are currently absent, as well as at certain roadway termini where pedestrian connectivity is limited. In some areas, the installation of new pedestrian amenities may be constrained by site-specific conditions, which should be carefully evaluated for safety during design

Mixed-Use and Transit-Oriented Development

While the scale of existing and future development along the Highway 111 corridor may never reach that sufficient to support large-scale transit-oriented development, many of the lessons learned from TOD projects are applicable to the corridor. Integral to mixed-use planning and development is the integration of multi-modal and transit mobility. The purpose is to bring a critical mass of people and activities close to well-served multi-modal and transit stop facilities so people who want or need an efficient alternative to the private car can walk, bike or use the bus. Some of the fundamental conditions necessary for successful mixed-use projects include the following:

- *Connectivity* – the traveler can get from “here” to “there” easily; home, work, shop and social are connected by a network of sidewalks, bike and golf cart paths, lanes, and streets; you can drive, take the bus, bike or walk.
- *Density* – lots of people living close by; housing choices fit the needs and desires of a variety of people in the community.
- *Intensity* – most needs can be met close-by; everyday shopping and services are right there, and residents are on-site and a part of the “downtown” activity.
- *Design* – the place looks and feels comfortable, solid and soft (like home) at the same time; the transit, the sidewalks, the trees, the buildings all contribute to a whole that is sophisticated and dynamic.

Table VII-1
Existing Bus Stops and Future Amenities (listed west to east)

	Roadway	Direction	Nearest Cross Street	Turnout Lane?	Amenities	Notes/Recommendations
1	Hwy. 111	EB	150 ft. E of One Mirage Pl. (adjacent to Rancho Cove)	Yes	None	Future bus stop. Not currently operational. No signage or amenities.
2	Hwy. 111	WB	500 ft. E of One Mirage Pl. (adjacent to The Commissary, Emperor Buffet)	No	Shade structure, bench	Currently limited opportunity to install turnout. Require parkway reconfiguration.
3	Hwy 111	EB	200 ft. E of Frank Sinatra Dr. (adjacent to City Hall)	Yes	shade structure, benches	
4	Hwy 111	WB	150 ft. W of Mirage Cove Dr. (adjacent to vacant parcel)	No	shade structure, bench	Insufficient room for turnout.
5	Hwy 111	EB	300 ft. E of Mirage Cove Dr. (adjacent to medical offices)	Yes	shade structure, benches	
6	Hwy 111	WB	250 ft. E of Peterson Rd. (adjacent to Blue Skies Village MHP)	Yes	shade structure, benches	
7	Hwy. 111	EB	125 ft. E of Thunder Rd. (adjacent to vacant parcel)	Yes	shade structure, benches	
8	Hwy. 111	WB	75 ft. W of Fairway (adjacent to Fairway)	No	shade structure, benches	Insufficient room for turnout.
9	Hwy. 111	EB	150 ft. E of Thunderbird Rd. (adjacent to Thunderbird Heights)	No	bench	Needs shade structure. Sufficient room for turnout if volume of use warrants.
10	Hwy. 111	WB	225 ft. E of Paxton Dr. (adjacent to vacant parcel)	Yes	Shade structure, benches	Library Commons; Future public amenity or cultural venue site
11	Hwy. 111	EB	200 ft. W of library entrance (adjacent to vacant parcel, across Hwy. 111 from library)	Yes	shade structure, bench	
12	Hwy. 111	EB	350 ft. W of Indian Trail (adjacent to Ferrari)	No	bench	Needs shade structure. Too close to drives for turnout.
13	Hwy. 111	WB	50 ft. W of Indian Trail (adjacent to Rancho 111, car wash)	No	shade structure, bench	No room for turnout.
14	Hwy. 111	EB	300 ft. W of Rancho Las Palmas (adjacent to One 11 Plaza)	Yes	shade structure, bench	
15	Hwy. 111	WB	175 ft. E of Rancho Las Palmas (adjacent to parking lot at Acqua, Babe's BBQ)	Yes	shade structure, bench	
16	Hwy. 111	WB	250 ft. W of Magnesia Falls Dr. (adjacent to pkg lot at Rancho Las Palmas shopping center, CVS)	No	shade structure, bench	
17	Hwy. 111	EB	125 ft. E of Magnesia Falls Dr. (adjacent to offices, near Ethan Allen)	No	shade structure, bench	

Bus Service: Sunline Routes and Schedules

Sunline Transit provides bus service to the Coachella Valley including Rancho Mirage. Within the Highway 111 Specific Plan areas there is only on bus route, Route 1 West Valley (previously Hwy 111). This route runs along the highway and extends from Highway 74 in Palm Desert to Indian Canyon Drive and its intersection with Vista Chino in Palm Springs. The route operates on 20-minute headways. There are currently (2026) 17 bus stops within the planning area, providing both east and westbound stops with varying levels of improvement. Bus stop conditions are listed on Table VII-1.

Highway 111 Image Corridor

The boulevard-like design of Highway 111 provides all users of the corridor with tremendous views of the Santa Rosa and San Jacinto Mountains, and Mt. San Gorgonio and the San Bernardino Mountains to the northwest. The scenic mountain and desert landscape add significantly to the quality of life the community has to offer. The Highway 111 corridor viewsheds give the City its sense of place, from the intimate to the grand and panoramic. The appearance of the corridor should be paramount when considering development proposals along Highway 111 and elsewhere in the planning area.

C. Existing & Future Conditions

The following briefly summarizes the existing operating conditions along the Highway 111 corridor and what they are projected to be through at least 2040. Existing conditions come from a variety of sources, including traffic modeling for the 2017 update to the City General Plan and additional data collection for the Highway 111 Specific Plan. In 2020, all corridor intersections and roadway segments operated at acceptable levels of service (LOS). For detailed information on Project area traffic conditions, present and future, please see Appendix D of the Draft EIR.

The year 2040 assumes the buildout of the City General Plan, including the Highway 111 Specific Plan. The traffic analysis conducted for the Specific Plan also factored growth in background traffic associated with development in other cities and the county. Buildout traffic in 2040 will result in corridor intersections operating at LOS C or better. These projected future conditions give the City some latitude in how to manage the corridor to optimize it for all users.

Neighborhood Access

Most of the surrounding residential neighborhoods within and adjacent to the Highway 111 corridor have direct vehicular access to the highway and its businesses and services. On the east side of the planning area in PA-12, there are three culs-de-sac with highway access restricted by bollards and gates to prevent through traffic intrusions into these neighborhoods. These include Desert Drive, Rancho Road and Barbara Drive. These culs-de-sac provide excellent pedestrian and bike access to the corridor while protecting the neighborhoods from through-traffic and added traffic noise.

Elsewhere along the corridor there are additional opportunities to strengthen the pedestrian connections between residential neighborhoods and the Highway 111 corridor, including insuring sidewalks between Sahara Road and the highway, maintaining and expanding pedestrian access between residential development near and adjacent to the Community Park, including Parkview Villas, Desert Village, and San Jacinto Villas. Opportunities also exist in PA-4: Thunder Road planning area, where future higher density residential can be connected to future commercial services along the highway via an intervening pedestrian gate and walk (also see Section IV). Wherever similar opportunities occur they should be pursued in conjunction with new and redevelopment sites.









D. Transportation and Mobility Guidelines



As discussed above, there are a variety of ways to further beautify, diversify and improve mobility in the planning area. The following guidelines are meant to maintain the current efficiencies on Highway 111 as an intercity corridor, to enhance user safety, created a dynamic and attractive commercial and public realm environment, and improve accessibility and convenience.

A. New or modified planning area roadways and pedestrian facilities shall properly accommodate all users, shall meet prescribed design capacity requirements and ensure that Highway 111 and other planning area streets operate at acceptable and safe levels of service.

B. Consider and design parkways and adjoining lands as part of the Public Realm that provides safe and efficient movement in a context that blends public improvements with those of adjoining development and thereby activates the highway corridor and other planning area streets.



C. Along the Highway 111 corridor the City shall insist that development design be purposed to create or enhance a sense of "destination" or "arrival" rather than just a passage through the City.

D. Planning processes shall seek to achieve distinct and place-identifying physical elements, including but not limited to City and neighborhood gateways, monument signage, common site or street layouts, shared design qualities of buildings, design integration of public and private infrastructure, and in general the creation of prominent landmarks or destinations.

E. Corridor nodes shall be considered opportunities for placemaking design, including venues for public art and open space with landscaped sitting areas and pads to facilitate pop-up beverage and similar services.

F. The streetscape and private portions of the public realm should incorporate features such as shade trees and plantings, well designed benches and other street furniture, trash receptacles, news racks, outdoor dining experiences, areas for street entertainment and public art, pedestrian-scaled lighting fixtures, wayfinding signage, bicycle racks and other amenities, as appropriate.

G. Wherever practicable, access onto the highway from adjoining development should be limited and driveways consolidated, including drives that can be shared by more than one business or development site.

H. In Highway 111 median islands, all trees, boulders, walls, sculpture and other "vertical" enhancements must be placed no closer than 1.5 feet behind the raised median curb and should not exceed 3.5 feet in height above roadbed, except for short segments where the cross-median sight distance "shadow" should not exceed 50% of the sight line.

I. At intersections, the height of objects in the median island and other locations where line of sight is critical should not exceed 0.5 feet and a continuous view window across the median of at least 5 feet above the roadbed be maintained. No trees should be permitted within 100 ft (<50 mph) or 200 ft (≥50 mph) of the restrictive median traffic separator nose.

J. Planning area crosswalks, especially those across Highway 111, should be designed first and foremost for visibility, functionality and safety with a minimum of six-foot wide crossing paths.

K. All development proposals along the Highway 111 corridor, whether public or private, shall be designed in a manner that preserves the surrounding mountain and desert viewsheds to the greatest degree practicable while complementing and being sensitive to the overall quality image of the corridor.

L. Every opportunity should be exploited to better connect surrounding residential neighborhoods to the goods and services available along the Highway 111 corridor and the planning area, including enhanced highway crosswalks.

CITY OF RANCHO MIRAGE

HIGHWAY 111 SPECIFIC PLAN

VIII. INFRASTRUCTURE

A. Introduction



This chapter of the Specific Plan addresses the infrastructure and related service needs of existing and future development in the Highway 111 corridor in Rancho Mirage. Subcategories found in this element discuss services and infrastructure facilities such as water, sewer, electricity and natural gas, and telecommunications. The levels of service needed for residential, commercial, and other development in the corridor are directly related to the intensity of existing and future development here.

B. Drainage and Flood Control

New and existing development in the corridor are subject to the City of Rancho Mirage Stormwater Management and Discharge Control Ordinance (Rancho Mirage Municipal Code Chapter 7.03). The implementation of the General Plan goals, policies, and programs regarding drainage and flood control will occur through the use and enforcement of FEMA's National Flood Insurance Plan (NFIP) guidelines and mitigation measures, National Pollutant Discharge Elimination System (NPDES) requirements, and the application of CVWD's regional plans and policies. As part of NPDES permitting requirements, the 2001-2006 Stormwater Management Plan, a joint effort by Riverside County municipalities and agencies, including the City of Rancho Mirage, Riverside Flood Control and Water Conservation District, and CVWD, was designed to manage and control stormwater runoff to the maximum extent practicable.

One of the primary strategies to comply with the provisions of NPDES is the use of onsite stormwater retention or detention basins (surface and sub-surface) in any new developments of one acre or larger. These facilities have long been required by the City and design solutions may in some instances include vegetated catchments or artificial wetlands that use a biologically active zone to break down potential pollutants before they can contaminate surface or groundwater. These intercept and bio-remediation structures will also be important in capturing sand and sediment before it is discharged into drainage facilities.



Drainage measures and improvements help control and confine the areawide drainage pattern to more discreet and focused routes where it can be better managed. Proper implementation may also reveal locations of new facilities that could complement land use patterns, provide cost effective flood control alternatives, and maximize opportunities for multiple uses, including enhanced groundwater recharge and habitat enhancement.

1. Stormwater Management Standards

A. To the maximum extent practicable, development plans shall be designed to minimize runoff, minimize impervious surfaces, and conserve landscaped and natural areas in accordance with the Whitewater River Region Stormwater Quality Best Management Practice Design Handbook for Low Impact Development (aka Whitewater BMP Design Handbook For Low Impact Development).

B. Development proposals within the Specific Plan area shall be required to submit detailed hydrology analyses that calculate pre- and post-development runoff, and identify, quantify and properly convey tributary flows.

C. The size and depth of on-site channels and retention basins shall be designed to contain the project's additive contribution to the 100-year stormwater runoff calculated for the developed project. Retention basins shall be designed in accordance with City Standard Detail 310.

D. Generally, the water storage area of retention basins shall not exceed 5-feet in depth and with maximum side slope of 2 to 1 and preferably 3:1 or gentler where basin access may be permitted. Pedestrian paths, including stepping stone trails or poured concrete ADA walkways diagonally across the slopes and spot plantings or continuous ground cover plants such as native wildflowers will enhance retention basins as open space.

E. For larger or linear sites, a connected series of basins is highly recommended to increase stormwater detention, accommodate variations in site topography and to create interesting landscapes.

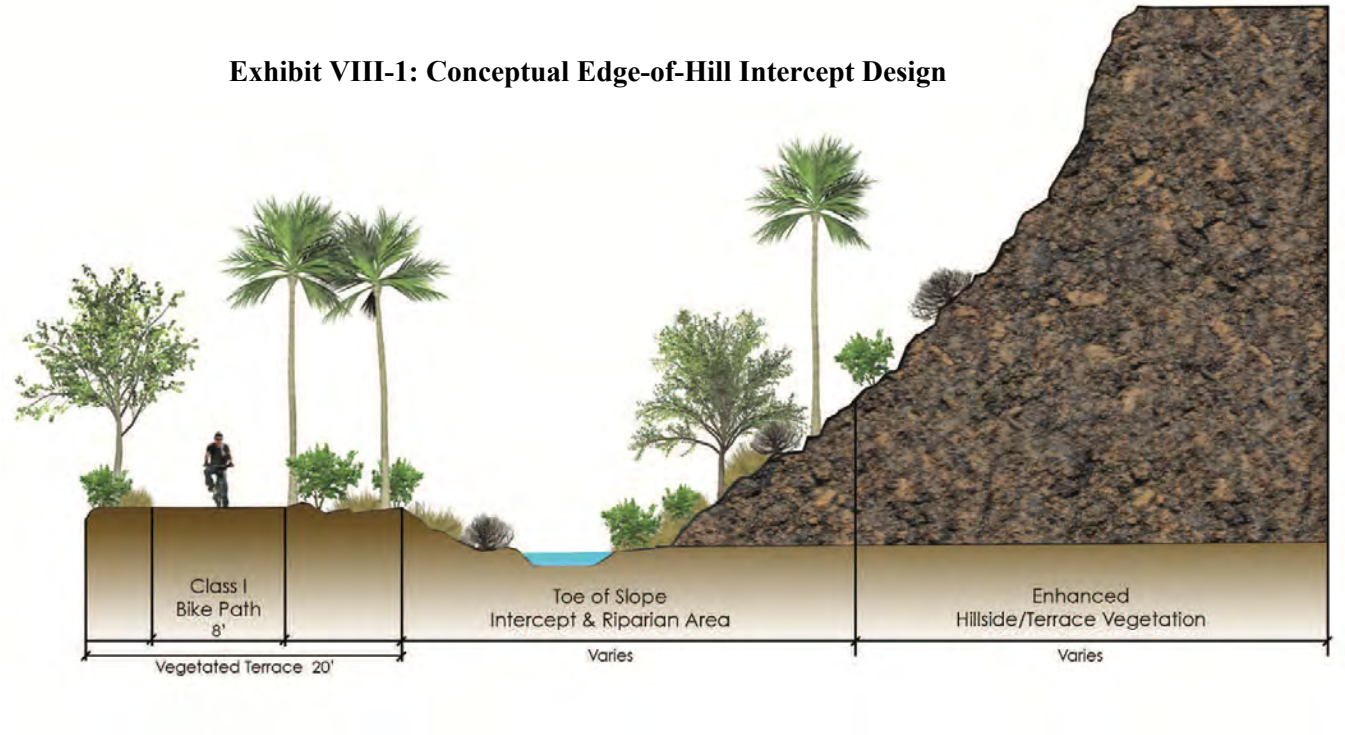
F. Basin and channel sides steeper than 5:1 shall require erosion control consisting of continuous ground cover like grass, or washed rock with a diameter of 1" or larger, placed to a depth of 3" over weed barrier cloth. Commercial "Decomposed Granite" should be avoided anywhere in retention basins since the fine-grained material and hardening additives can seriously reduce the percolation ability of the retention basin. The basin bottoms should be left natural sand or easily removed planted ground cover so that routine maintenance removal of clay, algae, leaves and fine sediments can be done more easily to preserve the percolation ability of the basins. Colored rock, rock sizing, rock type and flowered ground cover can be used to create visual interest.

G. Boulders will be utilized with the other inert materials to naturalize manufactured drainage features and create attractively designed landscapes.

H. As part of the development submittal, site plans shall include the following project features and information:
- Location and identification of all structural best management practices (BMPs), including Treatment Control BMPs.
- Paved areas and intended uses (i.e., parking, outdoor work area, outdoor storage area, sidewalks, patios, tennis courts, etc.).
- Number and type of structures and intended uses (i.e., buildings, tenant spaces, dwelling units, community facilities such as pools, recreation facilities, tot lots, etc.).
- Infrastructure (i.e., streets, storm drains, etc.) that will revert to public agency ownership and operation.
- Location of existing and proposed public and private storm drainage facilities (i.e., storm drains, channels, basins, etc.), including catch basins and other inlets/outlet structures. Existing and proposed drainage facilities should be clearly differentiated.
- Location(s) of Receiving Waters to which the project directly or indirectly discharges.
- Location of points where onsite or tributary offsite flows exit the property/project site.
- Proposed drainage area boundaries, including tributary offsite areas, for each location where flows enter and exit the property/project site. Each tributary area should be clearly denoted.
- Pre- and post-project topography.

I. Hillside/toe-of-slope interceptors and channels will be designed to avoid or minimize disturbance or impacts to terrain above the toe-of-slope and shall be viewed as opportunities for integrated passive open space and enhanced wildlife habitat (see Exhibit VIII-1below).

Exhibit VIII-1: Conceptual Edge-of-Hill Intercept Design



2. Stormwater Management Design Guidelines

The following guidelines are provided to assure that stormwater facilities are effective and efficient at addressing and protecting against damage from all storms, and that are aesthetic complements to the overall corridor and project-specific landscape design. These additional guidelines include the following.

A. Major drainage facilities, including levees, channels and retention basins shall be designed and managed to maximize their use as multi-purpose recreational or open space sites, consistent with the functional requirements of these facilities.

B. On-site drainage facilities, including surface conveyances and storage basins, shall be treated as integral elements of site planning and project design. Design, hardscape and vegetation shall be used to integrate these facilities in a natural and organic manner.

C. All roof and canopy drainage shall be conveyed to the street or on-site retention facilities in an approved, non-erosive manner. Water from off-site sources should not be allowed to discharge onto development sites or should be conducted through the site in a non-erosive manner.

D. Individual development proposals with the potential to generate significant runoff shall be required to prepare and submit a development-specific hydrology study and mitigation plan which implements these standards and guidelines, and applicable regional and local requirements, policies, and programs.

E. Future flood control plans required of developers shall include specific recommendations and/or designs regarding pollution control techniques to be applied to keep pollutants, including herbicides, pesticides, street runoff and other contaminants out of surface water and groundwater. Management measures may include specifically designed open space areas such as bio-remediation areas where nuisance and other potentially contaminated on-site runoff shall be retained separate from channels conveying off-site flow.

F. Hazards resulting from ponding at roadway intersections shall be engineered and improved to maximize drainage capacity of the streets and reduce ponding-related driving hazards.

G. Pollution control techniques/facilities shall be incorporated into the project's design to keep pollutants out of surface and ground waters. Management measures shall include periodic street cleaning, control/monitoring of pesticide and fertilizer applications, and the intercepting and/or pre-treatment of urban runoff prior to discharge into the retention areas.

H. General design considerations that should be reflected in drainage features include the following:

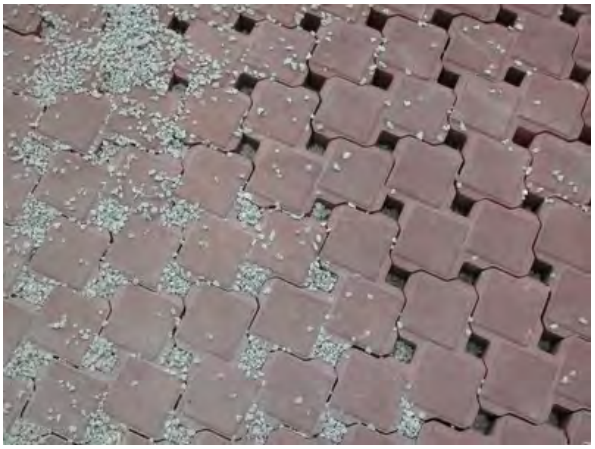
1. *Design Principles*: Flood control facilities primarily serve to control and convey storm runoff, but they also function as wildlife corridors and as open space for passive recreational activities, such as walking/hiking, and wildlife-watching. Environmentally sensitive community planning also supports the use of drainages as open space buffers that conserve energy and water.
2. *Plant Palette*: The Specific Plan plant palette is shown on Table VI-1 and should be relied upon in the designing of landscape plans for drainage facilities. It is comprised of native and other drought-tolerant plant materials that are also important components of habitat for birds and other wildlife.
3. *Hardscape Materials*: Drainage structures and other surfaces are exposed to significant erosive forces and must be reinforced in a variety of cost-effective ways that can also be treated in a visually/aesthetically sensitive manner.
4. *Efficiency and Sustainability*: Drainage facilities, whether public or private, shall be designed to cost-effectively address runoff conveyance and storage. Future facilities shall also optimize the dedication of lands and improvements for long-term sustainability.



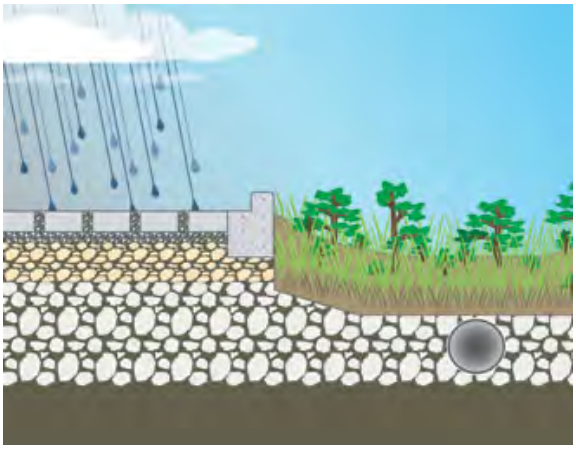
I. Stormwater management in the Highway 111 corridor can take several forms. Two major approaches that may be considered include the following:

Permeable Pavements

Given the limited size of most remaining vacant development areas and redevelopment sites, the use of permeable pavements in the planning area should be given serious consideration. The use of permeable pavements has increased slowly since their introduction in the mid-1970s and offers potentially significant benefits in reducing the amount of runoff and required storage volume. Porous pavements, not including asphalt pavements, offer another important tool for managing storm water. These pavements, used mostly for parking lots, allow water to drain through the pavement surface into a stone recharge bed and infiltrate into the soils below the pavement.



Porous Interlocking Paver System



Porous Pavement Cross Section

Stormwater Retention/Detention

Note that future development south of the Whitewater Channel will be required at a minimum to retain the "incremental increase" storm volume. The largest concentrations of pollutants are found in runoff from small volume storms and from the first flush of larger storms. Therefore, volume-based BMPs (VBMPs) should be sized to capture and treat the initial and more frequent runoff surges that convey the greatest concentration of pollutants. To maximize treatment and avoid health hazards, VBMPs must retain and release the runoff within a 72-hour period. The City recommends a maximum draw down time of 48 hours, as also recommended by the Whitewater BMP Design Handbook For Low Impact Development in order to have some safety factor. The drawdown time refers to the amount of time it takes for the exposed water surface to be absorbed so that prevent mosquito breeding.

While less than 100% retention may be more than the minimal VBMP volume this volume of on-site storage may be acceptable in some cases. New development may be given the option of either retaining the "incremental increase" on site, or analyzing the existing system to verify that it could receive more water than the minimal VBMP during the worst case 100-year storm.

3. Drainage Management Best Management Practices

All new development in the planning area will be required to use source-control Best Management Practices (BMPs) and/or on-site structural treatment control BMPs. To the extent applicable, stormwater management in the planning area will include participation in regional or watershed-based structural treatment control BMPs. The goal of these BMPs is to create a project that mimics the predevelopment hydrologic regime by detaining on-site the difference between the developed and undeveloped storm runoff.

The approved Water Quality Management Plans (WQMP) to be prepared for future projects will identify the individual Site Design BMPs for water quality and may include the following:

a. Maximizing permeable areas (pervious open space) of the site by reducing the amount of pavement, decreasing the project's footprint, or by utilizing alternative (permeable) paving materials in select areas;
b. Draining rooftops into pervious, swaled landscaped areas, prior to discharge of overflow into storm drain;
c. Constructing streets and parking lot aisles to the minimum width and pavement area necessary;
d. Constructing walkways, parking stalls, overflow parking lots, and other low-traffic areas with open-jointed paving materials;
e. Using pervious drainage channels (rock- or vegetation-lined systems) for pre-treating and conveying parking lot runoff into storm drain overflows;
f. Using perforated pipe, gravel infiltration pits, and drywells for low-flow infiltration following treatment by an acceptable method;



g. Constructing on-site vegetated ponding areas and swaled landscaping (vs. mounded) that drain within 72 hours to prevent the development of vector-breeding areas;
h. Providing curb cutouts, curb cores, or concrete mow strips and wheel stops to allow stormwater runoff to flow into swaled landscaped areas;
i. Where soil conditions are suitable, constructing vegetated infiltration trenches in paved parking lot areas to infiltrate and filter stormwater runoff;
j. Maximizing tree canopy interception and water conservation by preserving mature existing native trees, and planting additional native or drought-tolerant trees and large shrubs; and
k. Using other site design options that are comparable and equally effective.

Maintenance of Drainage Facilities

Water quality structures/devices (NPDES facilities) installed for treatment of stormwater runoff shall be maintained by individual property owners, or by a property owners or homeowners associations and incorporated into the CC&Rs.

C. Public Utilities

1. Introduction

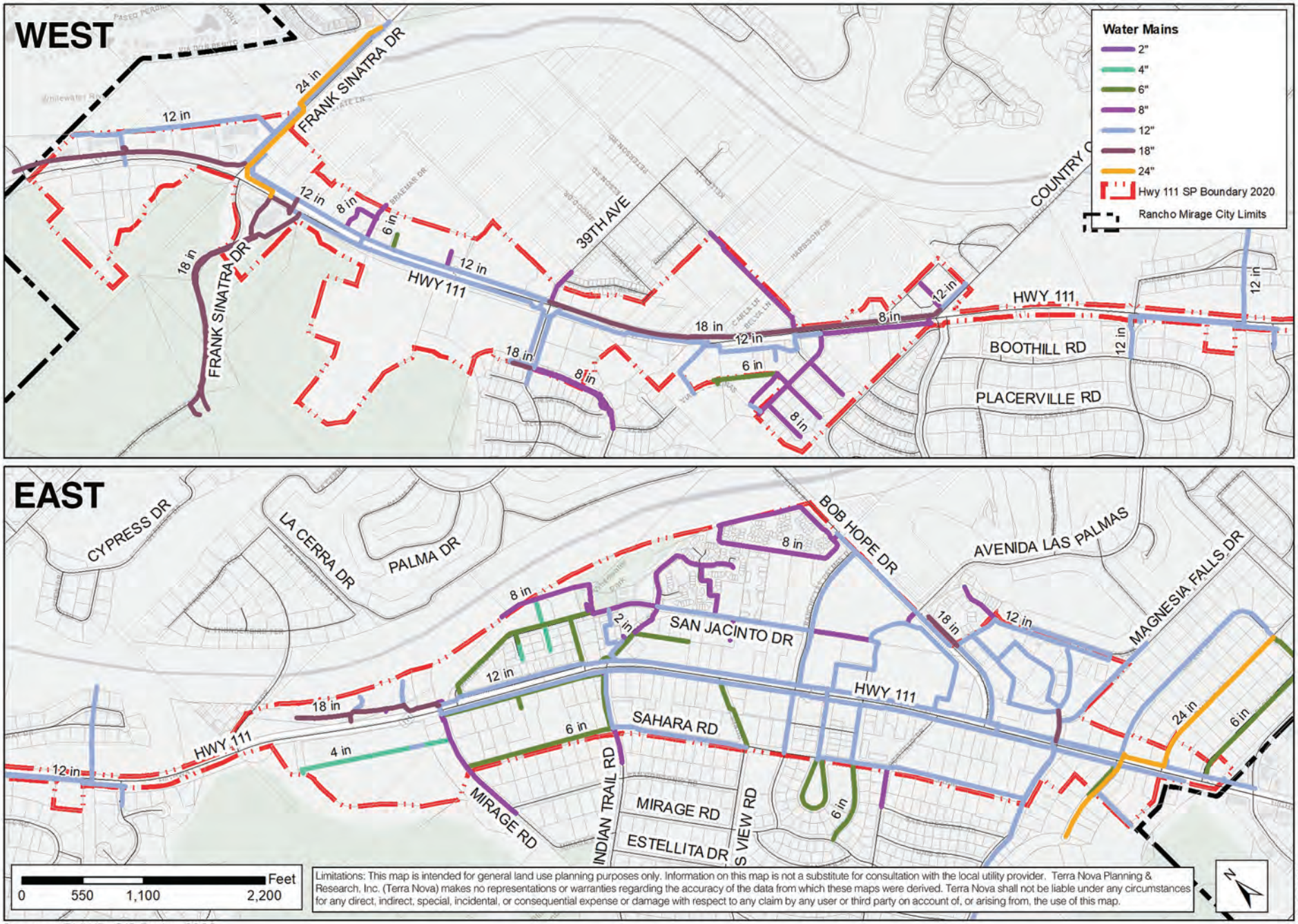
The Highway 111 Specific Plan addresses the full range of essential public utilities, services, and facilities needed to support existing and future residential, commercial, and institutional development within its planning area. This section describes the existing distribution, location, extent and capacity of the facilities that will support the existing and proposed land uses and activities described in this Specific Plan. Public and quasi-public facilities, utilities and services discussed in this section include electric power, natural gas, domestic water, wastewater collection and treatment, and telecommunication and internet services. Roadways are discussed separately in Section VII: Transportation & Circulation.

2. Domestic Water



Potable water for domestic and other uses is provided within the Specific Plan area by the Coachella Valley Water District (CVWD). Existing CVWD water lines serve the planning area, along with aboveground reservoir tanks in the vicinity. A production well is also located within the Magnesia Falls South Planning Area (PA-9). Exhibit VIII-2 shows the location of major water lines, and Table VIII-1 describes the existing domestic water infrastructure within the planning area. These facilities range from 2-inch service lines to 24-inch mains.

CVWD operates a regional recycled water program; however, there are currently no recycled water facilities within the Specific Plan area, and use of recycled water is not anticipated in the near term.



Source: CVWD GIS Data, 2020

Exhibit VIII-2: Domestic Water Lines

Rancho Mirage Highway 111 Specific Plan

Table VIII-1
Water Lines in the Highway 111 Corridor

Planning Areas	West of Highway 111	Within Highway 111	East of Highway 111
PA-1: West Gateway	One 12" outlet	18" line	24" line within Frank Sinatra Dr; 12" lines
PA-2: Bighorn Cove	18" lines near Frank Sinatra Dr, 12" lines on Mirage Cove Dr, 8" and 18" lines on Stellar Dr	18" and 24" lines near Frank Sinatra Dr; 12" line	6" and 8" lines
PA-3: Peterson Road	6", 8" and 12" lines	18" line	8" lines
PA-4: Thunder Road	8" lines	18" line	8" and 12" lines
PA-5: Central Corridor		12" line between Thunder-bird Dr & Evening Star Dr	N/A
PA-6: Library Commons	18" Water Service		12" and 18" lines
PA-7: Five Peaks	4" and 12" lines, and 8" line within Mirage Rd		
PA-8: San Jacinto Arts District	N/A	12" line	4", 6", 8" and 12" lines
PA-9: Magnesia Falls South	6", 8" and 12" lines	12" line	N/A
PA-10: The River	N/A	12" line	A segment of 18" line in Bob Hope Dr; 8" and 12" lines
PA-11: Las Palmas	N/A	12" line	A segment of 18" line near Magnesia Falls Dr; 12" lines
PA-12: East Gateway	6", 12", and 24" lines	24" line between Desert Dr and Rancho Rd; 12" line	6", 12", and 24" lines
Source: Coachella Valley Water District GIS, 2020.			

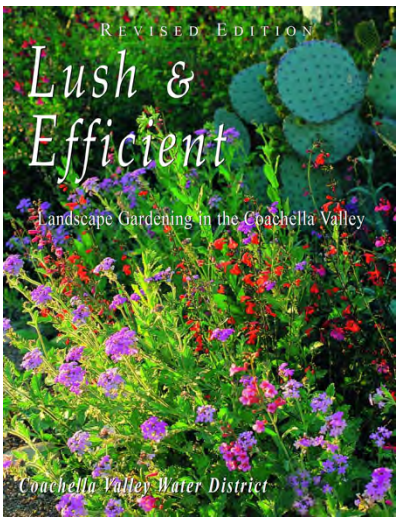
The construction of laterals will be required to distribute water from the existing distribution network to future development in the areas west of Highway 111 in West Gateway (PA-1), Bighorn Cove (PA-2), Central Corridor (PA-5), and Five Peaks (PA-7) Planning Areas (see Table VIII-1 above).

Water Management Guidelines



CVWD has been promoting water conservation for decades, and it's 2015 Urban Water Management Plan (UWMP) includes a Water Shortage Contingency Plan that identifies four water supply shortage stages that trigger specific and increasingly more stringent conservation requirements. CVWD is reducing water demand for irrigation purposes by offering customers incentives to replace turf with low water-demanding landscaping, and to install or upgrade new water efficient irrigation controllers.

In addition, CVWD provides water audits for large volume users, water-wise tips to reduce landscape irrigation demand and to realize water savings indoors, as well as educational programs. CVWD's *Lush and Efficient* landscaping and irrigation guide is an excellent technical and design tool for development planning and landscape retrofitting.



Rancho Mirage has adopted the CVWD landscape and irrigation design criteria (Ordinance No. 1302.2) which is applicable to development in the Highway 111 corridor and elsewhere in the City. The City goal is to meet the minimum requirements of the State of California Water Conservation in Landscaping Act (Government Code Section 65591, et seq). These include the following, which shall be enforced in the CPSP planning area.

A. City Landscaping requirements shall apply to all new and rehabilitated landscaping for private development projects such as common area landscaping, businesses and residential development.

B. All landscape design plans shall be designed and constructed to the highest aesthetic values and water efficiency, and to make wise water management viable and easy.

C. For all private development projects, a licensed landscape architect, a licensed contractor for installation, or other qualified professional in a related field, should conduct final field observations and provide a certificate of completion. The certificate should specifically indicate that plants were installed as specified. The installing contractor should certify that the irrigation system was installed as designed.

D. Water waste from inefficient landscape irrigation allowing runoff, low head drainage, overspray or other conditions where water flows onto roadways, adjacent property or non-irrigated property is prohibited.

E. Landscape and irrigation system will be maintained to ensure water efficiency. A regular maintenance schedule should include, but not be limited to, checking, adjusting and repairing irrigation equipment, resetting the time clocks monthly, aerating and dethatching turf areas, replenishing mulch, fertilizing, pruning, and weeding all planted areas.

F. Programmed irrigation should only occur from 9:00 PM to 9:00 AM during the summer months (May 1st through September 30th).

Additional actions or measures can also be taken and include adherence to the Specific Plan plant palette (see Section VI) or equivalent drought-tolerant planting materials. These include the extensive use of gravel, cobbles and boulders to lend structure and character to the design without increasing water demand. Additional measures set forth below are also included in the Specific Plan EIR. They include the following:



G. Native desert and other drought-tolerant landscaping should be used in all non-turf areas of project landscaping. Boulders, cobble, gravels and crushed granitic materials, should be used throughout landscaped areas to naturalize the design, provide additional structure and pattern, and eliminate or reduce the need for water in these areas.

H. Turf areas shall be limited to areas of maximum human contact, such as recreation areas or areas with heavy foot traffic or activity. Large, non-functional turf areas, such as those fronting roadways, are prohibited.



I. Landscaped areas shall utilize efficient irrigation systems that minimize runoff and evaporation and maximize effective watering of plant roots. Landscape areas shall be outfitted with moisture detectors and ET controllers to maximize irrigation efficiency. Landscape plans shall be approved by the City and CVWD prior to installation.

J. The use of low-flush toilets and water-conserving shower heads and faucets shall be required in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Code of Regulations Section 1601(b), and applicable sections of Title 24 of the State Code.

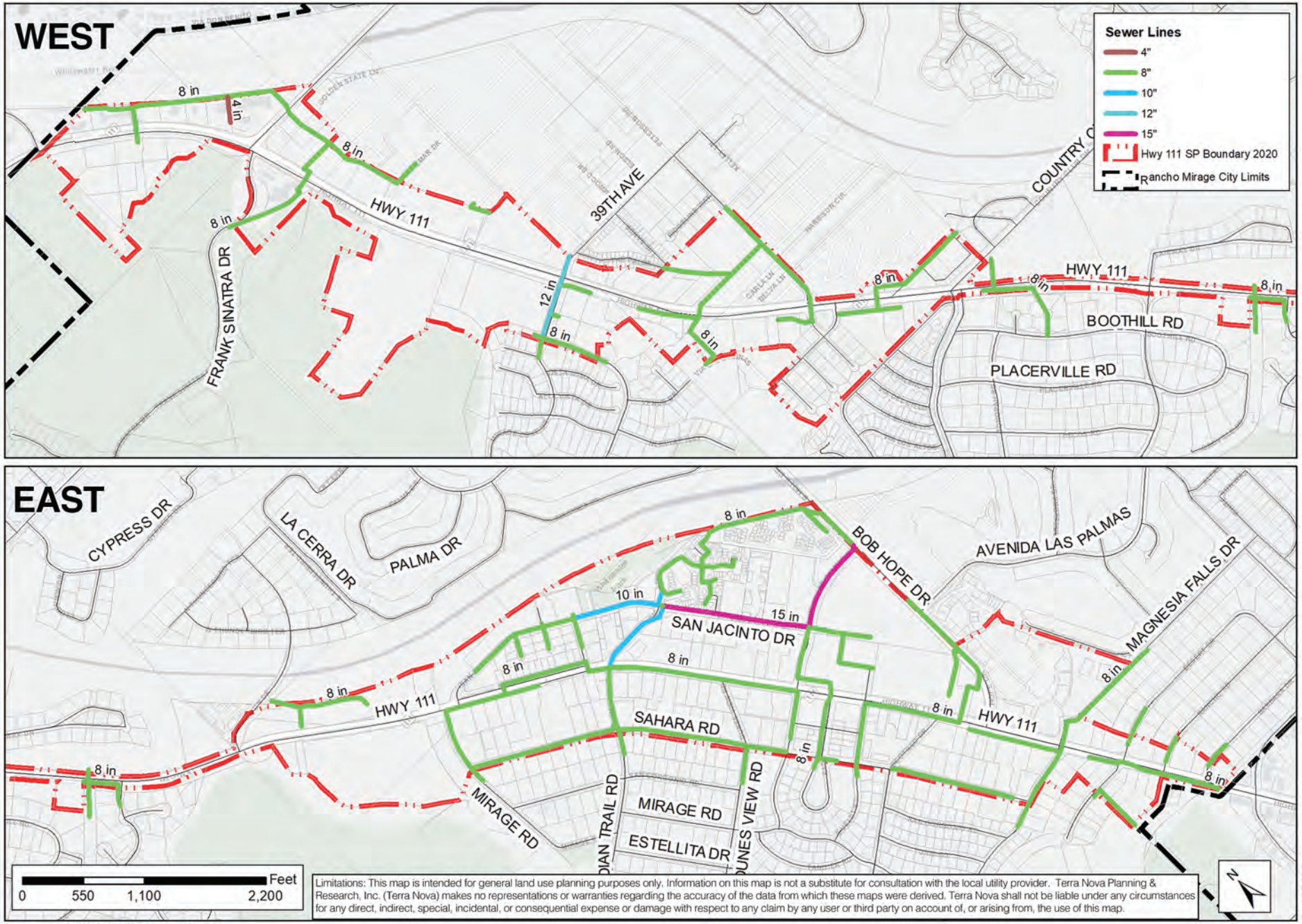
3. Sewer

Sanitary sewer facilities are provided to the Specific Plan area by CVWD. The developed areas of the Planning Areas are well-served by the sewer system except portions of the Thunder Road planning area (PA-4a). Undeveloped areas west of Highway 111 in West Gateway (PA-1), Bighorn Cove (PA-2), and Five Peaks (PA-7) have limited connections to the sewer system. Please see Exhibit VIII-2 and Table VIII-2, below, which shows the location of major sewer lines in the planning area.

Table VIII-2
Sewer Lines in the Highway 111 Corridor

Planning Areas	Connectivity West of Highway 111	Connectivity East of Highway 111
PA-1: West Gateway	One 8” extension on One Mirage Pl from east of Hwy 111	4” and 8” pipelines
PA-2: Bighorn Cove	One 8” pipeline passing through area near Frank Sinatra Dr	8” pipelines
PA-3: Peterson Road	8” and 10” pipelines	8” and 10” pipelines
PA-4: Thunder Road	A few 8” pipelines near Hwy 111; no lines in the Thunder Rd. community	8” pipelines
PA-5: Central Corridor	8” pipelines	8” pipelines
PA-6: Library Commons	10”pipeline	10” pipelines
PA-7: Five Peaks	8” pipelines within Mirage Rd only	N/A
PA-8: San Jacinto Arts District	N/A	8”, 10” and 15” pipelines
PA-9: Magnesia Falls South	8” pipelines	N/A
PA-10: The River	N/A	15” lines on Rancho Las Palmas Dr between San Jacinto Dr and Bob Hope Dr; 8” lines
PA-11: Las Palmas	N/A	8” pipelines
PA-12: East Gateway	8” pipelines	8” pipelines
Source: Coachella Valley Water District GIS, 2020.		

CVWD also provides wastewater treatment services. The effluent is conveyed to the District’s Cook Street plant in Palm Desert. Wastewater Reclamation Plant No. 10 (WRP-10) is the regional wastewater treatment facility serving the City of Rancho Mirage, Indian Wells, Palm Desert, and a portion of Cathedral City. CVWD has recently upgraded sewer lines serving the City and completed an expansion of WRP-10, doubling the capacity from 10 to 20 million gallons per day. Nearly 6.3 billion gallons of wastewater are treated yearly, equivalent to 86% of current treatment capacity. CVWD continually increases the capacity of its wastewater reclamation facilities, as needed, by constructing new treatment ponds, aeration, and other structures throughout the Coachella Valley.



Source: CVWD GIS Data, 2020

Exhibit VIII-3: Sewer Lines in Planning Area

4. Electricity



Electrical power service is provided to the Specific Plan area by Southern California Edison (SCE). SCE has 33 kilovolt (kV) underground lines along Highway 111 in the planning area. There are 12 kV transmission lines in the developed portion of the planning areas; undeveloped areas west of Highway 111 in West Gateway PA-1), Bighorn Cove PA-2) and Five Peaks (PA-7) have limited connections (see Table VIII-3 below). There are no electric power substations located within the planning area.

At City Hall and the Rancho Mirage Library, and at a variety of businesses, substantial investment has been made in solar electric installations. Some of these solar systems include on-site storage to store excess power for use during peak demand periods. The City has also established the Rancho Mirage Energy Authority (RMEA), which teams with Southern California Edison for distribution and billing. The RMEA offers renewable energy to its customers, including options for net metering. Please see Exhibit VIII-4 below, which shows the location of major electric power facilities in the planning area.

Electrical connections to serve future development in the planning area will be extended from the existing facilities described above and are expected to be sufficient to serve new development. Cost for extension of these facilities will be the responsibility of future developers and/or SCE.

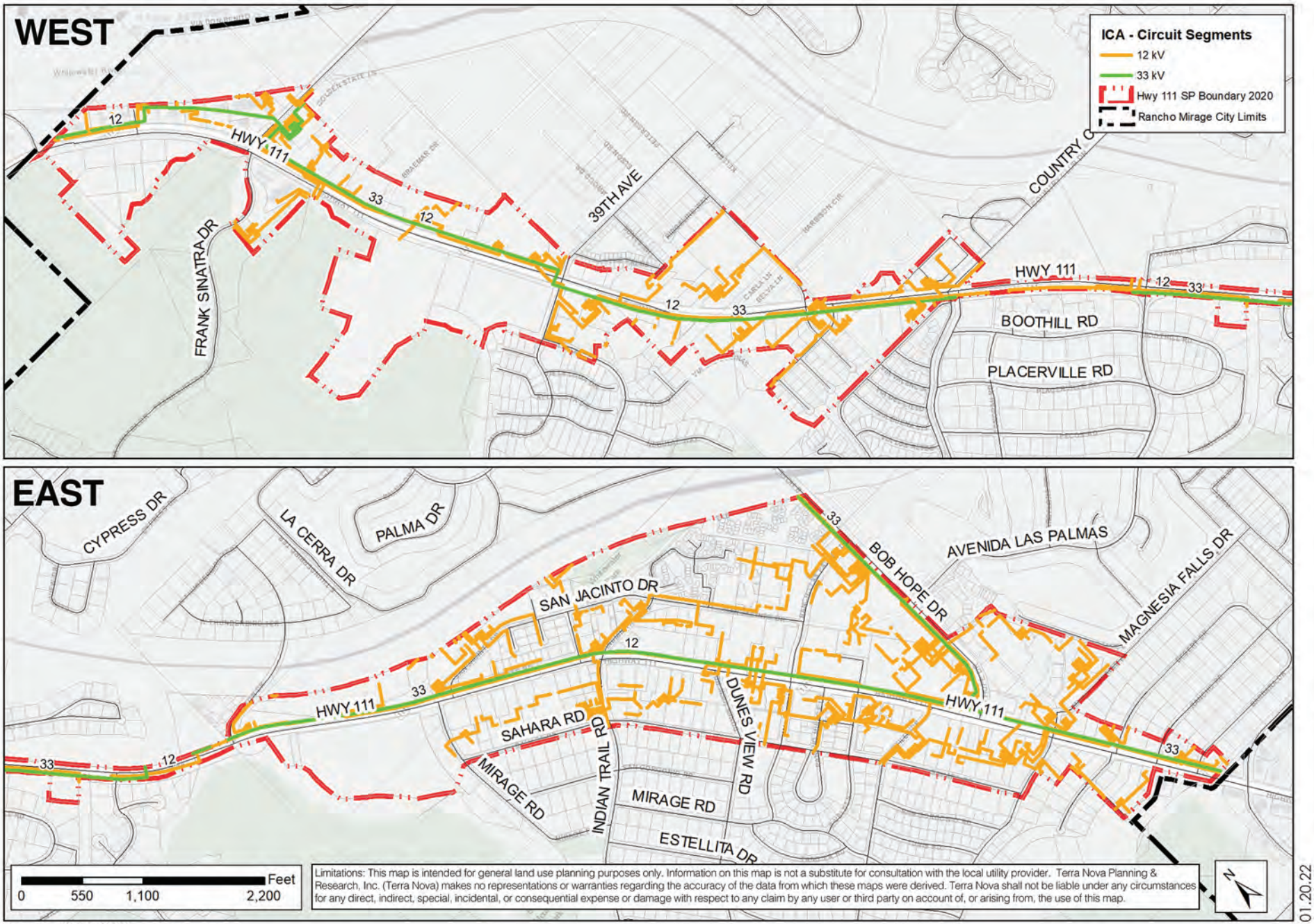
Electric Power Technologies



We are in the midst of a major electrification of the US economy with California and a few other states leading the way. In addition to the wide-spread utility, business and home applications of solar photovoltaic (PV) generation and storage systems, electricity end-users are growing, including a major shift to electric vehicles (EVs). Rooftop solar and EV charging stations should be integral to development planning and design for all land uses in the planning area.

Table VIII-3
Electrical Circuit Distribution in the Highway 111 Corridor

Planning Areas	Connectivity West of Highway 111	Connectivity East of Highway 111
PA-1: West Gateway	No connection	Well-connected
PA-2: Bighorn Cove	Well-connected near Frank Sinatra Drive, limited extensions in the undeveloped area	Well-connected
PA-3: Peterson Road	Well-connected	
PA-4: Thunder Road	Limited extensions	Well-connected
PA-5: Central Corridor	No connection	Well-connected
PA-6: Library Commons	N/A	Well-connected
PA-7: Five Peaks	Limited extension near Mirage Rd	N/A
PA-8: San Jacinto Arts District	N/A	Well-connected
PA-9: Magnesia Falls South	Well-connected	N/A
PA-10: The River	N/A	Well-connected
PA-11: Las Palmas	N/A	Well-connected
PA-12: East Gateway	Well-connected	
Source: Southern California Edison GIS, 2020.		



Source: SCE, 2020

Exhibit VIII-4: Electrical Lines Map

5. Natural Gas

Natural gas service is provided to the planning area and the region by Southern California Gas (SoCalGas, a Sempra Energy company). There are high pressure natural gas distribution lines within Highway 111 in the Specific Plan area with lateral extensions into the developed portion of the Planning Areas; undeveloped areas west of Highway 111 in West Gateway (PA-1), Bighorn Cove (PA-2) and Five Peaks (PA-7) have few connections (see Table VIII-4 below). Exhibit VIII-5 shows the location of natural gas lines in the planning area.

Table VIII-4
Natural Gas Lines in the Highway 111 Corridor

Planning Areas	West of Highway 111	Within Highway 111	East of Highway 111
PA-1: West Gateway	No connection	4", 6" and 8" lines	6" lines
PA-2: Bighorn Cove	One 2" extension	6" and 8" lines	Not mapped
PA-3: Peterson Road	3" and 4" lines	6" and 8" lines	2" lines
PA-4: Thunder Road	1" and smaller extension; 2" lines	6" and 8" lines	Not mapped
PA-5: Central Corridor	No connection	6" and 8" lines	N/A
PA-6: Library Commons	N/A	6" and 8" lines	8" pipelines
PA-7: Five Peaks	1" and smaller, 2" and 4" extensions	6" lines	N/A
PA-8: San Jacinto Arts District	N/A	6" lines	1" and smaller, 2" and 6" lines
PA-9: Magnesia Falls South	Not mapped	6" lines	N/A
PA-10: The River	N/A	6" lines	2", 4" and 6" lines
PA-11: Las Palmas	N/A	6" lines	Not mapped
PA-12: East Gateway	Not mapped	6" lines	Not mapped
Source: Southern California Gas Company, 2020.			

There are existing natural gas facilities from which distribution lines of sufficient capacity can be extended to serve future development. Design and construction of facilities to serve future development in the Hwy 111 planning area will be financed as determined by SoCalGas, although it provides credits and incentives that vary with the type of customer.

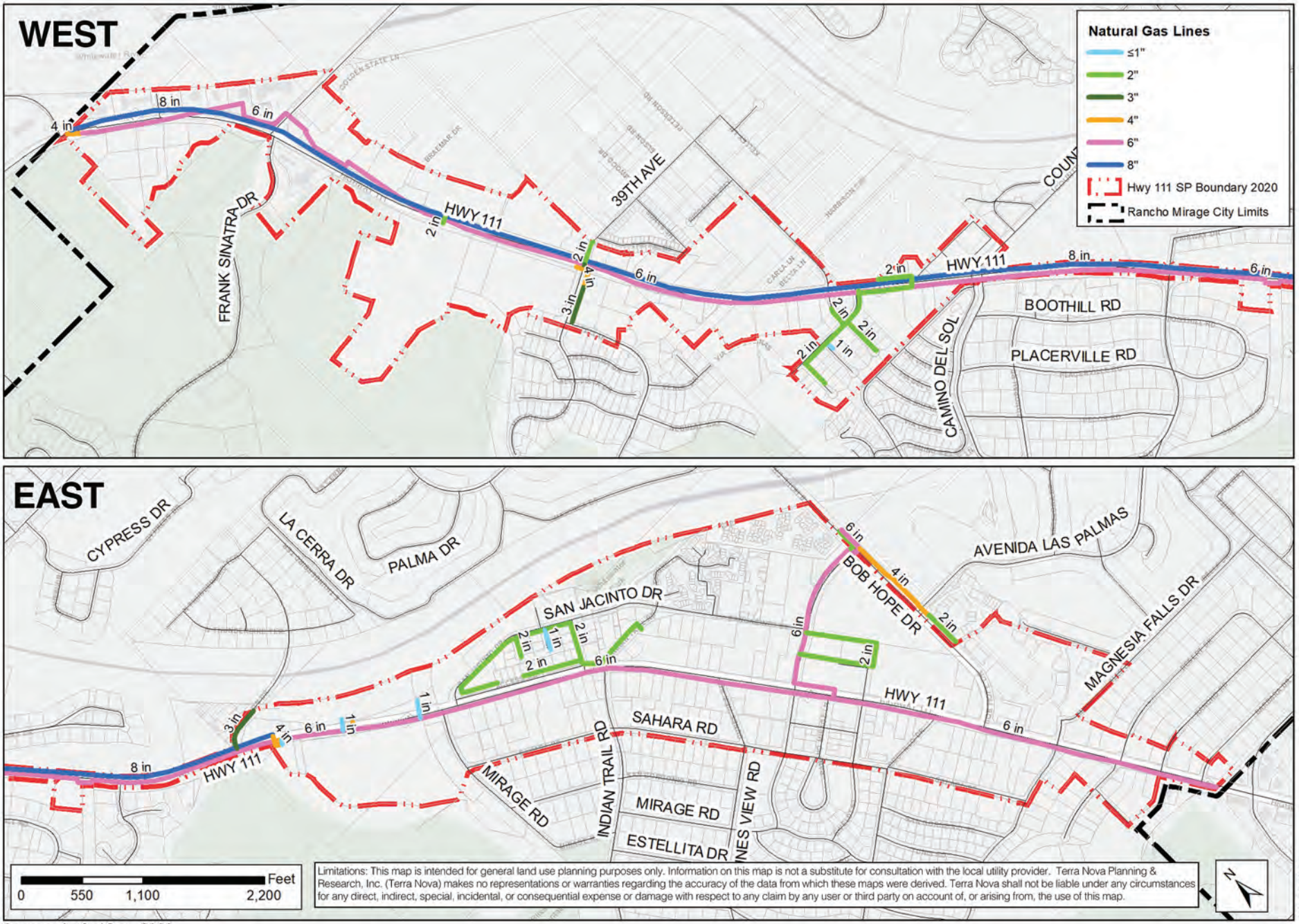
Natural Gas Supplies and Availability

Natural gas is naturally occurring fossil fuel with a finite supply; however, domestic and international reserves of natural gas are substantial. There are large supply lines passing through the valley and carrying natural gas supplies from fields in Texas to the west coast. Natural gas supplies are expected to be available for the foreseeable future.

The evolving shift to renewable sources of energy, including those currently supplied by natural gas, will reduce overall demand in the long-term, although natural gas continues to be viewed as a less polluting alternative to oil or coal-fired power plants at least for the near to mid-term.

In 2019, SoCalGas announced it filed a request with the California Public Utilities Commission seeking to offer renewable natural gas to its customers. Renewable natural gas is produced from waste and agriculture; it can help California reduce its greenhouse gas (GHG) emissions and decrease costs to consumers.





Source: SoCalGas, 2020

Exhibit VIII-5: Natural Gas Lines in Highway 111 Corridor

6. Telecommunications and Digital Services

Today, the term "Communications" is a catch-all that ranges from telephone land lines (including wire and fiber) to ever-higher speed cellular service and satellite communications and data transmission. As communications continue to evolve they will allow a wide range of new services and capabilities.



Technology and circumstances have also accelerated the growth in and use of telecommunication systems, including and especially those providing internet connectivity. Businesses and consumers are relying on communications infrastructure more than ever before as more employees work from homes, students use distance-learning, and many businesses find new ways to keep their doors open, using technology to facilitate touchless or curbside services that are all enabled by the network.

Frontier Communications and Spectrum offer telephone service in Rancho Mirage, though phone service is oftentimes bundled with other services such as internet and television. For instance, AT&T offers telephone service as a standalone product, whereas Spectrum only offers telephone service in conjunction with internet or television. Telephone service will most likely be offered as an ancillary service to internet and television services given the shift from traditional landlines to wireless phones.

The most significant cost associated with the expansion of fiber networks for high-speed broadband is trenching and conduit installation. In order to plan for the orderly expansion of these networks and help offset costs, the City encourages a "dig once" philosophy for construction activities. While a trench is open for any reason, one or more conduits may be placed in the trench, either with or without fiber, for the future expansion of wireless facilities, communications, video surveillance, etc. This approach will pay huge dividends for future development.

Cable Television service is provided to Rancho Mirage by Spectrum, but there are other options for television service through satellite providers. In addition to cable and satellite options, internet television services are also very popular.

Citywide Cellular Coverage

Wireless cellular service in Rancho Mirage is influenced by physical and land use constraints. The City's low population density, limited vertical development, and large areas of open space and mountainous terrain create challenges for consistent and reliable coverage. Of the City's 25 square miles, less than 18 are buildable due to terrain and land use limitations, and much of that land is already developed.

Cellular facilities are typically located in commercial and institutional areas. Residential neighborhoods have historically been less accommodating to wireless infrastructure, which has limited coverage expansion in those areas. In response, the City adopted a Wireless Master Plan to evaluate coverage, identify infrastructure needs, streamline permitting, and coordinate with service providers to improve connectivity for residents and businesses.

As part of this effort, the City maintains an online coverage map where users can view current service conditions across Rancho Mirage. The coverage tool is available on the City of Rancho Mirage website. Wireless communication facilities are regulated under Chapter 17.32 of the Rancho Mirage Municipal Code.

CITY OF RANCHO MIRAGE

HIGHWAY 111 SPECIFIC PLAN

IX. KEY DEMOGRAPHIC AND RETAIL MARKET ANALYSIS

A. Introduction and Scope of Analysis

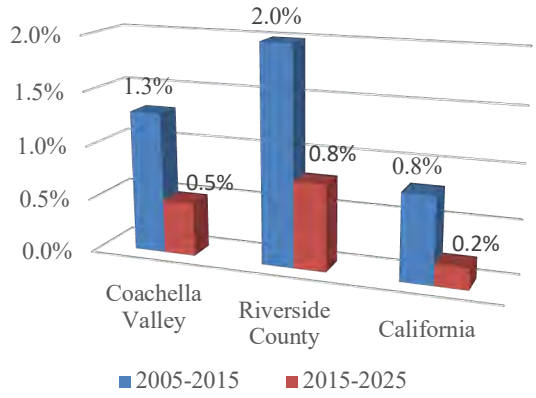
The Rancho Mirage General Plan recognizes the importance of the Highway 111 corridor to the city's overall economy. Specifically, Economic and Fiscal Element Policy 2.5 requires the City to "promote the development of a central place of activity to enhance the economic vitality of the Highway 111 corridor." The Specific Plan supports implementation of this policy by establishing a market-based vision for a mix of land uses and business types that will position the corridor as a destination for shopping, dining, entertainment, and cultural activities.

This section of the Highway 111 Specific Plan provides a brief overview of the demographic and socio-economic characteristics of the Coachella Valley and City of Rancho Mirage, and a detailed market analysis of the Specific Plan Market Area. The demographic and market analysis provides a foundation for the Plan's integrated land use, mobility, and economic development recommendations.

B. The Coachella Valley Regional Economy

Rancho Mirage is located in the western portion of the Coachella Valley with an economy that is closely tied to the regional economy. Beyond its reputation as a world-class destination and second/vacation home market, the valley has a strong leisure and hospitality sector, including hotels, resorts, spas, restaurants, and vacation rentals. The region attracts thousands of visitors from around the world for championship golf and tennis tournaments, literary and film festivals, and a wide range of music and entertainment events. The valley is characterized by seasonal population surges and employment trends, as the mild winter climate attracts visitors and the extreme summer heat deters them. The regional economy is also largely characterized by strong retail and service sectors which support the tourism industry. The region has also become a stage for innovations in renewable energy, medical services, and water management.

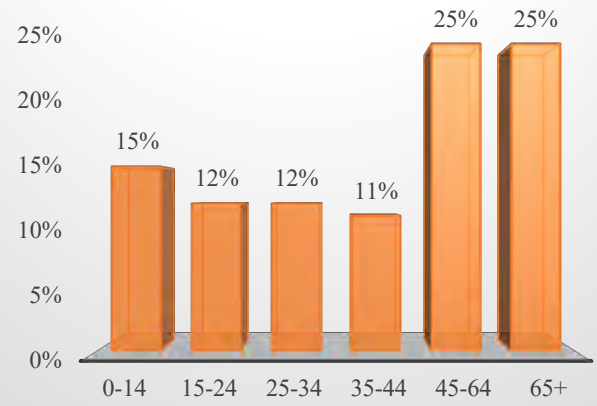
Chart IX-1
Annual Population Growth Rates



Source: California Department of Finance (CDOF), *Table 2, E-4 Cities, Counties, and State, January Years 2005-2025*.

In 2025, the Coachella Valley population was approximately 403,705.[1] The region has historically attracted retirees and seasonal residents, with slightly more than 50% of the valley's population being older than 45 years.[2] Although regional growth rates declined substantially during the 2015-2025 period (compared to the previous 10-year period), they remain only slightly less than Riverside County as a whole and consistently greater than those in the State.

Chart IX-2
Coachella Valley Age Distribution

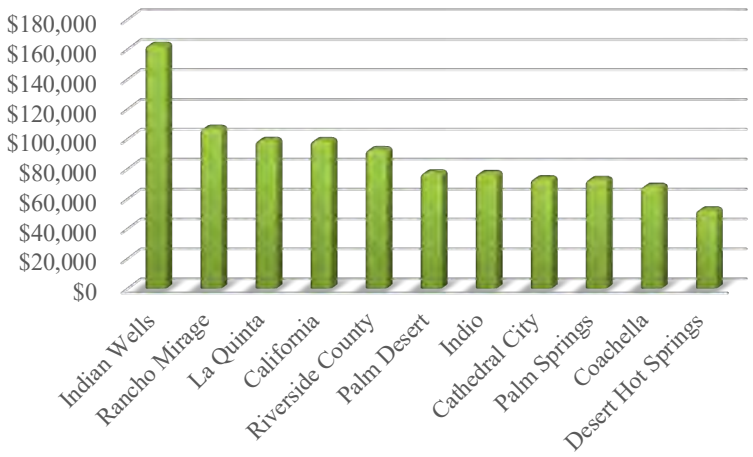


Source: U.S. Census Bureau, *American Community Survey (ACS) 5-Year Estimates 2020-2024, Data Profile Table DP05.*

The tourism, hospitality, and service industries are the greatest contributors and remain the primary engines of the regional economy, generating millions of dollars in taxes and employing thousands of valley residents. While the eastern valley's agricultural industry has been an economic mainstay for more than a century, its relative economic share has started to diminish with agriculture dropping to the lowest employment rank as the region shifts toward service and health care industry. Conversely, the health care industry has solidified its role as a dominant regional driver, now representing the highest concentration of the local workforce and offering the second-highest average wages in the valley.

The COVID-19 pandemic (2020) disrupted several of the sectors in Coachella Valley, especially "Leisure and Hospitality" and "Retail". However, "Leisure and Hospitality" has fully recovered from these pandemic-era losses and reached new employment peaks in 2024. Since the Great Recession, "Retail" achieved record-breaking taxable sales exceeding $7 billion by 2022, though growth slowed considerably by late 2025 due to national retail bankruptcies and negative net absorption of commercial space. "Construction," which saw a historic 56% job loss after 2008, experienced a strong post-pandemic revitalization and net gains. However, increasing construction costs and a lack of viable sites have begun to constrict new development. Regional economic factors continue to be defined by intense seasonal patterns, with population surges and retail activity fluctuating based on the influx of seasonal residents and "snowbirds" between November and April. [3]

Chart IX-3
Median Household Income, 2024



Source: U.S. Census, *ACS 5-Year Estimates 2020-2024, Data Profile Table D403.*

1 The Coachella Valley region includes nine incorporated cities and four Census Designated Places (CDPs). Population of incorporated cities: California Department of Finance (CDOF), *Table 2, E-5 Cities, Counties, and State, Population and Housing Estimates, January 1, 2025*. Population of Census Designated Places (Bermuda Dunes, Mecca, Thermal, and Thousand Palms); U.S. Census, *ACS 5-Year Estimates 2020-2024, Data Profile Table DP05*.

2 U.S. Census, *ACS 5-Year Estimates 2020-2024, Data Profile Table DP05*.

3 Coachella Valley Economic Partnership (CVEP), *2019-2024 Greater Palm Springs Economic Reports*; CoStar, *Coachella Valley Submarket Report December, 2025*; Lowe Institute of Political Economy, Robert Day School of Economics and Finance, Claremont McKenna College, *State of The Regional Inland Empire (SOTR) 2026*. Please note that as of late 2025, CVEP has ceased operations and is no longer producing the annual Greater Palm Springs Economic Reports. The 2024 Greater Palm Springs Economic Report is the annual update to this publication.

While the COVID-19 pandemic is no longer viewed as a disruptor of growth, the economy in 2025 faces new challenges, including persistent inflation, a high cost of living that limits local purchasing power, and the smallest annual gains seen in five years.+

Regional Household Size, Income, Etc. As shown in the following charts and tables, household sizes in Coachella Valley cities vary, with smaller households, for owner-occupied units, generally in Rancho Mirage, Indian Wells, and Palm Springs and larger households in Desert Hot Springs, Cathedral City, and Coachella. In the majority of the cities, more than 82% of the population 25 years and over are high school graduates or higher. Education levels are generally highest in Indian Wells and Rancho Mirage and lowest in Coachella and Desert Hot Springs. Median household income follows a similar pattern, with the highest incomes in Indian Wells ($162,990), Rancho Mirage ($107,364), and La Quinta ($99,250), and the lowest incomes in Desert Hot Springs ($52,761) and Coachella ($68,596).

In the first quarter of 2025, median prices for dwelling units ranged from the lowest, $420,000 in Desert Hot Springs followed by $435,000 in Coachella, to $1,735,000 in Indian Wells with the second highest being Rancho Mirage at $885,000. In 2024, the number of employed civilians ages 16 and over in the nine Coachella Valley cities totaled over 166,200. The industries employing the most people included: 1) Educational Services, Health Care, Social Assistance (19.4%), 2) Arts, Entertainment, Recreation, Accommodation, Food Services (17.2%), and 3) Professional, Scientific, Management, Admin., Waste Management (14.3%). In 2025, taxable retail sales in Coachella Valley cities totaled almost $7.0 billion, with the most sales in any one community ($1.65 billion) generated in Palm Desert[4]. Per capita taxable retail sales were highest in Palm Desert ($31,822) and Palm Springs ($27,198).

Table IX-1
Average Household Size, 2024
Coachella Valley Cities

	Owner-occupied Unit	Renter-occupied Unit
Desert Hot Springs	3.08	2.70
Palm Springs	1.78	1.85
Cathedral City	2.63	2.92
Rancho Mirage	1.88	2.73
Palm Desert	2.08	2.08
Indian Wells	2.05	1.65
La Quinta	2.42	2.43
Indio	2.91	2.88
Coachella	3.58	3.27

Source: U.S. Census, *ACS 5-Year Estimates 2020-2024, Data Profile Table DP04*.

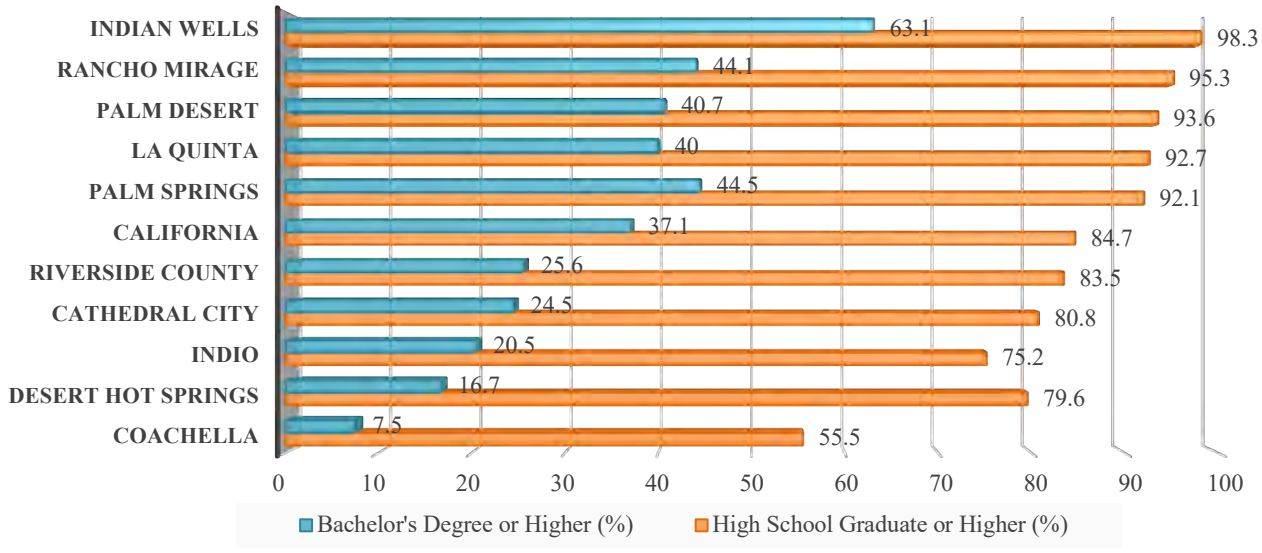
[4] Note that several major Big Box outlets located in Palm Desert, which may have a major impact on Taxable Sales Receipts for Palm Desert.

Table IX-2
Median Home Price, 2025
Coachella Valley Cities

	Median Home Price
Desert Hot Springs	$420,000
Palm Springs	$680,000
Cathedral City	$527,500
Rancho Mirage	$885,000
Palm Desert	$639,500
Indian Wells	$1,735,000
La Quinta	$725,000
Indio	$548,990
Coachella	$435,000

Source: Redfin Housing Market Data Research, *Desert Area MLS (DAMLS), February 2026 Market Update.*

Chart IX-4
Education Level by Jurisdiction,
Population 25 Years and Over



Source: U.S. Census, *ACS 5-Year Estimates 2020-2024, Table DP02.*

Table IX-3
Resident Worker Employment by Industry,
Coachella Valley Cities, 2024

Industry	Civilian Employed Pop. 16 Yrs. and Over	% of Total
Agriculture, Forestry, Fishing, Hunting, Mining	3,518	2.1%
Construction	13,460	8.1%
Manufacturing	6,147	3.7%
Wholesale Trade	3,512	2.1%
Retail Trade	19,072	11.5%
Transportation, Warehousing	7,928	4.8%
Information	2,628	1.6%
Finance, Insurance, Real Estate, Rental, Leasing	8,735	5.3%
Professional, Scientific, Management, Admin., Waste Management	23,771	14.3%
Educational Services, Health Care, Social Assistance	32,265	19.4%
Arts, Entertainment, Recreation, Accommodation, Food Services	28,630	17.2%
Other Services, except Public Administration	10,540	6.3%
Public Administration	6,004	3.6%
Total:	166,210	100%

Aggregated data for all nine Coachella Valley cities.
Source: U.S. Census, *ACS 5-Year Estimates 2020-2024, Table DP03*.

Table IX-4
2025 Taxable Retail Sales ($Millions)

City	Taxable Retail Sales	Per Capita
Cathedral City	$919	$17,799
Coachella	$319	$7,186
Desert Hot Springs	$183	$5,500
Indian Wells	$88	$18,073
Indio	$1,279	$13,825
La Quinta	$901	$23,232
Palm Desert	$1,654	$31,822
Palm Springs	$1,210	$27,198
Rancho Mirage	$431	$25,190
Total:	**$6,985**	**18,426**

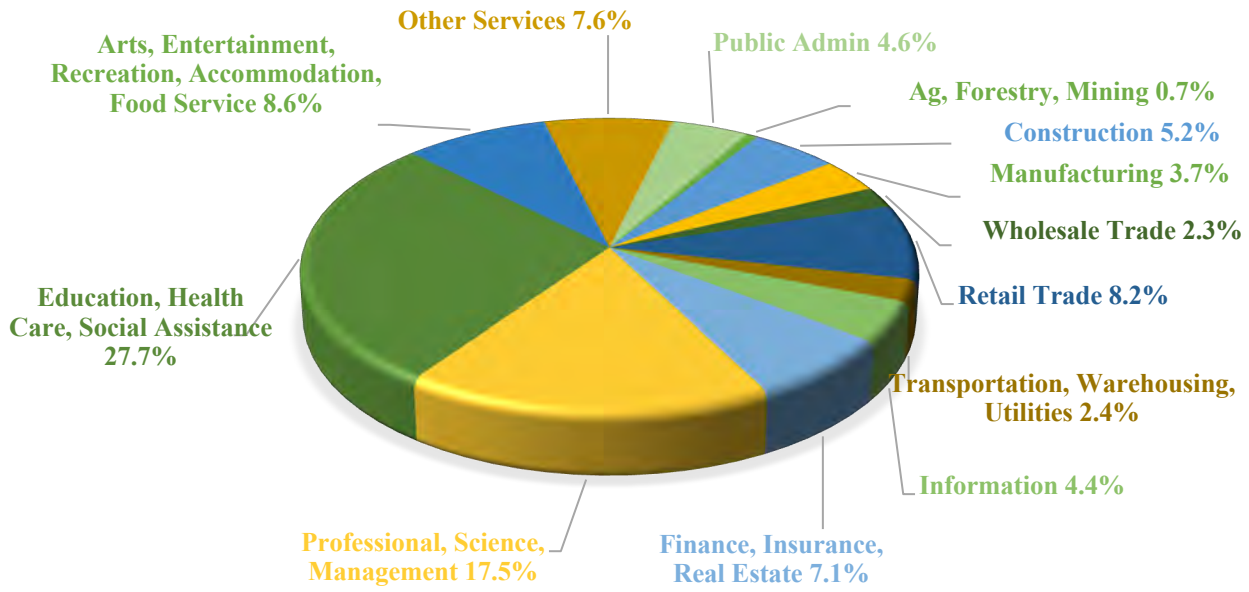
Does not include unincorporated CDP areas.
Source: California Department of Tax and Fee Administration (CDTFA), *Taxable Sales, by City*.

C. The Rancho Mirage Economy

The Rancho Mirage economy is rooted in a historically strong tourism industry centered around world-class destination resorts and communities, and convention and hotels facilities that generate the City's largest revenue source, bed taxes. The local economy is also supported by a vibrant and diverse business community that generates substantial sales tax revenue, bolstered in particular by restaurants, home furnishings and home improvement stores, and luxury automobile dealerships. The River and Monterey Marketplace attract visitors and customers from throughout the valley for shopping, dining, and entertainment. The health care industry, including the Eisenhower Health, Betty Ford Center and numerous private medical practices, provide numerous well-paying job opportunities for local residents. The City also enjoys a reputation for high development standards with high-quality residential neighborhoods, and unique cultural venues like the award-winning Rancho Mirage Library and Observatory that make the City a desirable place to live, work, and visit.

Table IX-5 Rancho Mirage Demographics (2025)	
Population:	17,120
Median Age:	66.7
No. of Households:	9,229
No. of Housing Units:	15,039
Avg. Persons per Household:	1.82
Median Home Price:	$885,000
Median Household Income:	$113,683
Unemployment Rate:	4.0%
Sources: CDOF; ESRI; see footnote[5].	

Chart IX-5
Rancho Mirage Resident Worker Civilian Employment by Industry



Note: Includes civilian employed population 16+ years
Source: U.S. Census, *ACS 5-Year Estimates 2020-2024, Table DP03*.

[5] CDOF, *Table E-5 Cities, Counties, and State, Population and Housing Estimates, January 1, 2025*; ESRI, *2025/2030 Updated Demographics*; Redfin Housing Market Data Research, *Desert Area MLS (DAMLS), February 2026 Market Update*; California Dept. of Employment Development (CEDD), *Monthly Local Area Unemployment Statistics for State, Metropolitan Area, County, and Sub-County areas, January 1, 2025*.

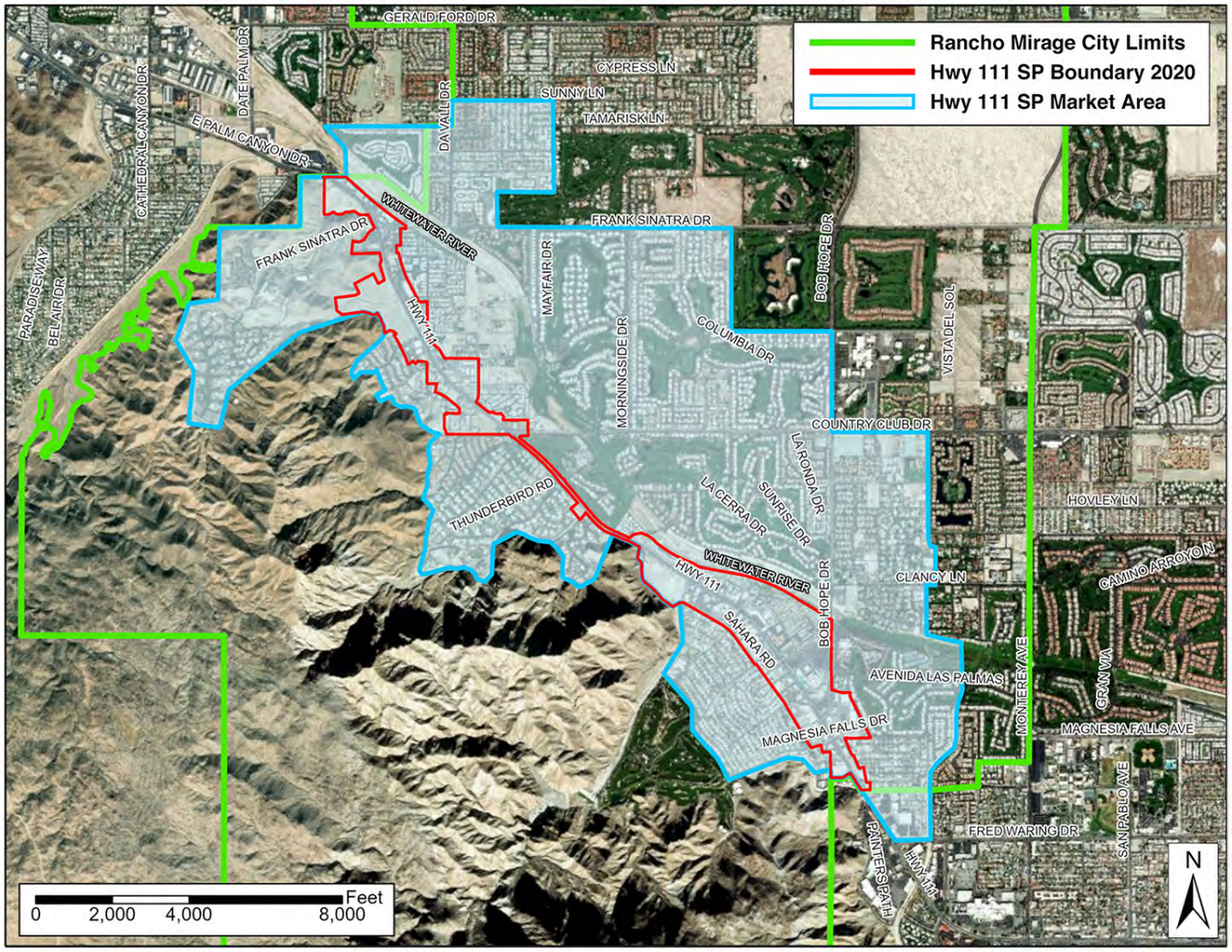
D. Highway 111 Planning Area Economy

Specific Plan Market Area

In addition to serving some of the retail and service needs of the regional, community and drive-by market, the Specific Plan area serves many of the routine, day-to-day needs of the local population, particularly residents within and in proximity to the planning area. The Specific Plan Market Area analyzed in this section includes land within the Specific Plan boundary, plus land generally within north and south proximity of the corridor (Exhibit IX-1). It extends from development in the foothills and curves south of Highway 111, to just beyond Frank Sinatra Drive, and Bob Hope Drive north and east of the Whitewater River Stormwater Channel (see Exhibit IX-1 below). In addition to development in the Specific Plan area, the Market Area contains mostly residential development in a variety of neighborhood types, including master planned communities, private country clubs, and mobile home parks. Other development includes golf courses and clubhouses, parks, schools, and limited neighborhood-scale retail.

Market Area data presented below are from 2025/2030 Esri Updated Demographics, which is based on numerous demographic data sources and models.

Exhibit IX-1
Highway 111 Specific Plan Market Area



Population, Housing, and Education[6]

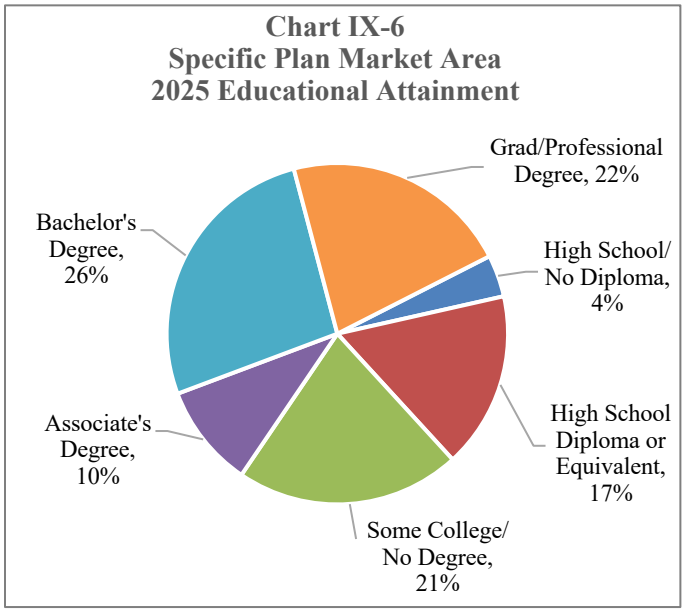
The Market Area population in 2025 was approximately 7,332, accounting for more than 42% of Rancho Mirage's citywide population. There are relatively few households with children, approximately 93% of the Market Area population is over the age of 20. The median age is 66.9 years. There are 6,565 housing units, of which (46.2%) are owner-occupied.

Market Area Median Age: 66.9 years

Housing products include single-family detached units (42.7%), single-family attached units (30.0%), multi-family 2-4 units (6.0%), multi-family 5+ units (9.1%), mobile homes (12.0%), and boat/RV/van/etc. (0.3%).[7] The relatively high vacancy rate (37.9%) is indicative of the seasonal population. The median home value is $769,419, and the median gross rent is $1,330.[6] The largest single category for educational attainment (26%) for residents in the market area is Bachelor's degree, followed by 22% that have a Graduate/Professional degree.

Market Area Population Age 18 or older: 93.0%

Chart IX-6
Specific Plan Market Area
2025 Educational Attainment



Specific Plan Market Area
Labor Force, Civilian Population Age 16+ = 2,759
Employed Civilian Population Age 16+ = 2,567

Table IX-6

POPULATION

2025 Population:	
Total Population	7,332
% Age 20+	92.8%
% Male Population	50.8%
% Female Population	49.2%
Median Age	66.9
2030 Projected Population:	7,366

HOUSING

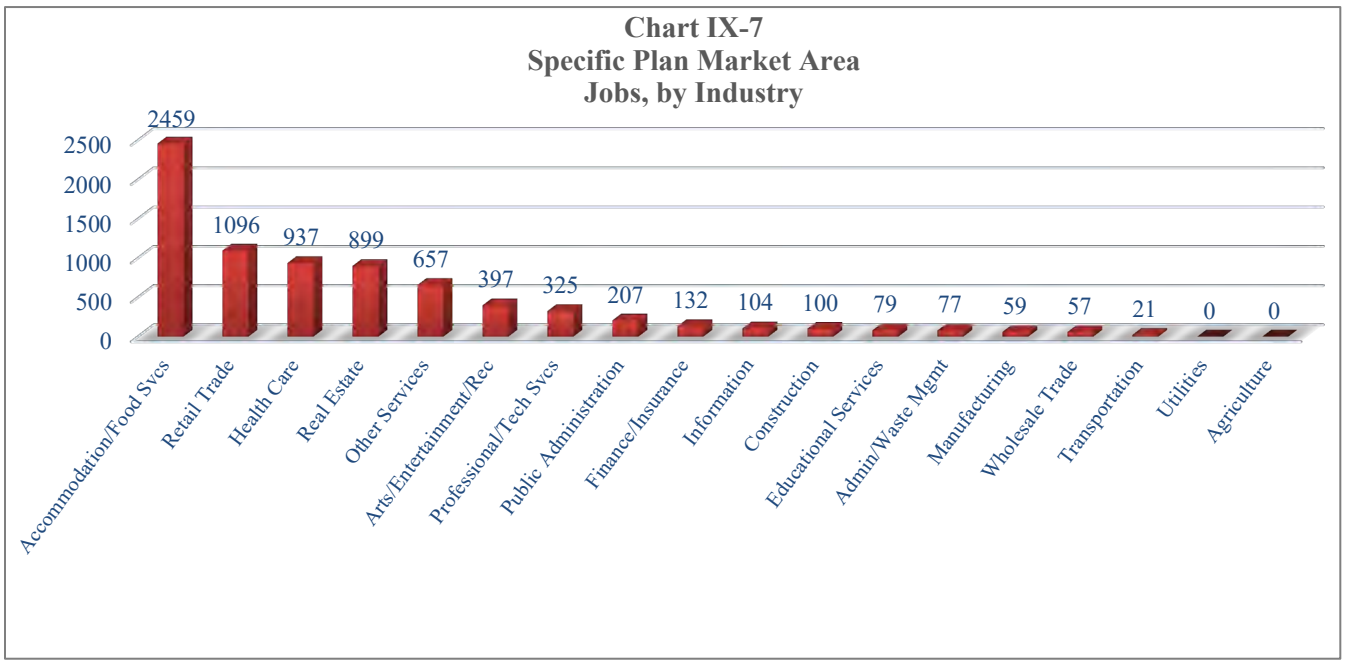
2025 Housing:	
Total Housing Units	6,565
Single-family detached units*	42.7%
Single-family attached units*	30.0%
Multi-family, 2-4 units*	6.0%
Multi-family, 5+ units*	9.1%
Mobile homes*	12.0%
Boat, RV, Van, etc.*	0.3%
% Owner-Occupied Units	46.2%
% Renter-Occupied Units	15.8%
% Vacant Units	38.0%
Median Home Value	$769,419
Median Gross Rent*	$1,330
Total Households	4,072

Source: ESRI, 2025/2030 Updated Demographics; * ESRI, *ACS 2019-2023 5-Year Estimates*.

6 ESRI, *2025/2030 Updated Demographics*.
7 Data for housing product types and the median gross rent are compiled from ESRI, *ACS 2019-2023 5-Year Estimates*.

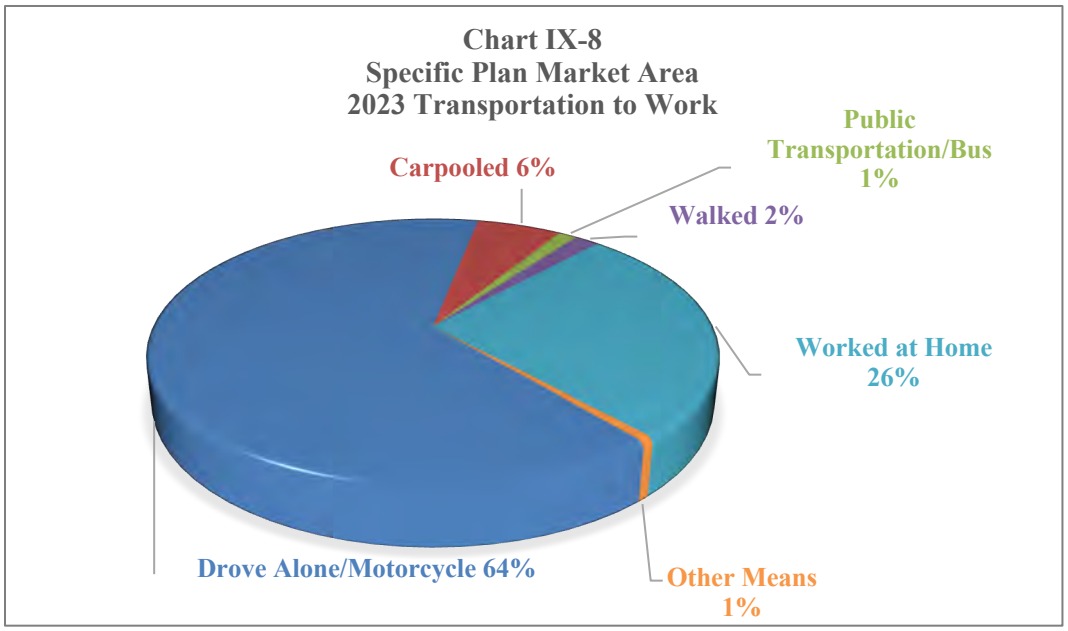
Employment

Employment data show that the largest single category (18.3%) of the employed civilian labor force age 16+ living in the Market Area is employment in the Health Care industry. The next-highest-employment industries for Market Area residents are Professional/Tech Services (12.3%), Education Services (9.2%), and Arts/Entertainment/Recreation (7.8%).



Transportation to Work

Nearly two-thirds (64%) of Market Area residents drive alone to work. The next most popular forms of transportation to work are telecommuting (Work at Home, 26%) and Carpooling (6%). Walking, public transit and travel by "other means" account for only 4%, indicating an important opportunity for increasing local jobs for local residents in the planning area.



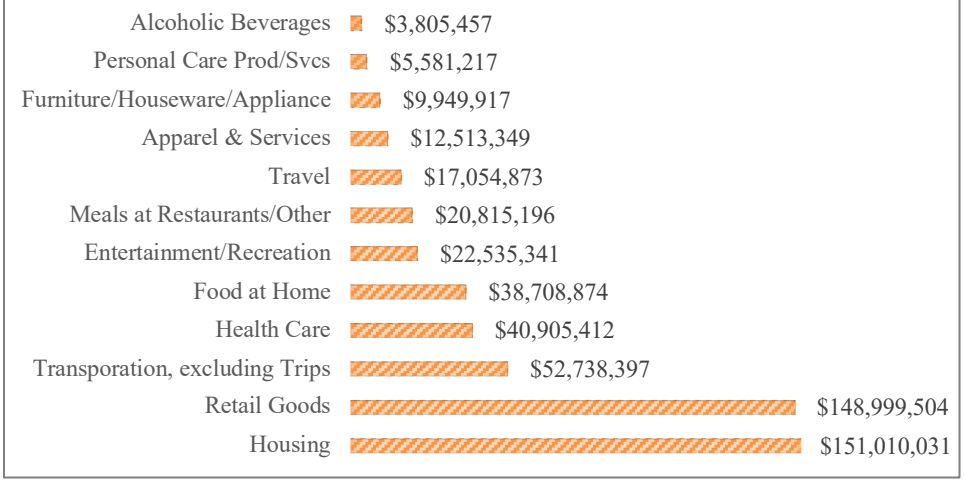
Income and Spending[8]

The median household income in the local Market Area is $101,075. Median disposable income is $84,572.

The following chart shows annual 2025 aggregated household spending data in the Market Area and represents the total combined amounts spent by all households in the area. The largest expenditures are on Housing (includes shelter, utilities, fuel, public services) ($151.0 million), closely followed by Retail Goods ($149.0 million). The next largest categories are Transportation excluding Trips (includes vehicle payments excluding leases, gas, motor oil, other vehicle expenses, public/other transportation) ($52.7 million) and Health Care (includes health insurance, medical care) ($40.9 million).

2025 Median Household Income = $101,075

Chart IX-9
2025 Aggregated Household Spending
Highway 111 Market Area



The data show that the Specific Plan market area contains a substantial population of retirees whose incomes are largely derived from investments, retirement income, and Social Security. Those still in the labor force may be part-timers or self-employed. Most are older married couples, seasonal and vacation homeowners, well-informed and educated, and involved in civic groups and activities. The population is generally physically active and enjoys home improvement projects, gardening, hiking, hunting, and fishing. Many have free time and disposable resources to purchase luxury goods and home maintenance services that minimize chores, although they do not spend at the expense of quality. Internet connectivity and cell phone reliance is moderate, but many prefer to shop and bank in person.

E. Existing Retail Sales Performance (and Demand Leakage) in Rancho Mirage

Rancho Mirage's existing business mix is very strong in some retail sales categories but notably weak in other categories. A comparison of potential demand (based on the size and income profile of the resident population) to actual retail sales in the city indicates the following leakage/attraction conditions for each major sales category:

[8] ESRI, *2025/2030 Updated Demographics*; ESRI, *ACS 2019-2023 5-Year Estimates*. Esri uses a variety of both public data and information and proprietary methodologies, including US Census data including the American Community Survey, Annual Compound Growth Rates, Average Household Size, Census data updates, Nielsen's Designated Market Area data, Racial Diversity Index, Household Composition, Home Values and Household Incomes. Proprietary Esri analysis includes Consumer Spending Methodology, "Age Dependent Ratio" and Child Dependency Ratio methodologies.

Retail Sales Category	Rancho Mirage's Existing Performance
General Merchandise Stores	**Leakage:** City has no existing stores, so all resident demand "leaks" to other jurisdictions
Clothing and Clothing Accessories	**Leakage:** City has virtually no existing stores, so almost all resident demand "leaks" to other jurisdictions
Home Furnishings and Appliances	**Attraction:** City has a strong concentration of stores and is a net "attractor" of demand in this sales category (i.e., total existing sales exceed resident demand)
Other/Specialty Stores	**Balance (Minimal Leakage):** Existing sales roughly match resident demand, with minimal leakage
Food and Beverage Stores	**Balance (Minimal Leakage):** Existing sales roughly match resident demand, with minimal leakage
Food Services and Drinking Places	**Attraction:** Existing sales significantly exceed resident demand, so city is a net "attractor" in this category
Building and Construction	**Attraction:** Existing sales significantly exceed resident demand, so city is a net "attractor" in this category
Autos and Transportation	**Attraction:** Existing sales significantly exceed resident demand, so city is a net "attractor" in this category
Fuel and Service Stations	**Leakage:** Although Rancho Mirage has substantial existing gas station sales, a significant portion (nearly 60%) of potential demand still "leaks" to other jurisdictions

Table IX-7 below shows the existing inventories of retail space (in square feet) by major retail category. Note that the table excludes retail business types such as automobile dealerships and gasoline stations that are typically in non-shopping center locations. Rancho Mirage (citywide) currently has a total of nearly 895,000 square feet of occupied retail space in shopping center-type settings. Of this total, about 527,000 square feet (59%) is located within the Highway 111 Specific Plan area. As indicated on the table, the Specific Plan area accounts for large portions of the citywide square footages in the following sales categories: Food Services and Drinking Places (i.e., restaurants and bars), Home Furnishings, and Other/Specialty stores.

Table IX-7
Existing Inventory of Retail Space
Rancho Mirage (Citywide) and Highway 111 Specific Plan (SP) Area
(Square Feet of Occupied Space in 2025)

Retail Sales Category	Citywide	SP Area	% in SP Area
General Merchandise Stores (1)	N/A	N/A	N/A
Clothing and Clothing Accessories	4,500	4,500	100%
Home Furnishings and Appliances	189,997	131,844	69%
Other/Specialty	193,110	171,575	89%
Food and Beverage Stores	140,698	1,843	1%
Food Services and Drinking Places	240,213	193,859	81%
Building and Construction	126,163	23,823	19%
Total (2)	***894,681***	***527,444***	***59%***

(1) General Merchandise category includes department stores and warehouse clubs.
(2) Excludes retail businesses that typically occur outside shopping center settings
Source: The Natelson Dale Group, Inc. (TNDG) based on data from CoStar Group and ESRI.

Table IX-8 below calculates the estimated leakage (or attraction) of existing retail demand in each major retail sales category. The "Potential Resident Demand" column is the estimated/theoretical demand or spending potential of the city's resident population and therefore does not include potential additional demand from tourists or residents of neighboring cities. Comparing the potential demand to actual sales (derived from available sales tax data) allows for calculations of net leakage or attraction in each category.

Table IX-8
Estimated Leakage/Attraction of Resident Retail Demand in 2025
(in thousands of dollars)
City of Rancho Mirage

Retail Sales Category	Resident Demand	Actual Sales	As % of Potential	Attraction / Leakage
General Merchandise Stores	$60,855	Negligible	0%	($60,855)
Clothing and Clothing Accessories	$49,264	Negligible	0%	($49,264)
Home Furnishings and Appliances	$34,774	$42,000	121%	$7,226
Other/Specialty	$66,651	$60,000	90%	($6,651)
Food and Beverage Stores	$92,732	$84,000	91%	($8,732)
Food Services and Drinking Places	$92,732	$126,000	136%	$33,268
Building and Construction	$37,672	$77,000	204%	$39,328
Autos and Transportation	$92,732	$170,000	183%	$77,268
Fuel and Service Stations	$52,162	$22,000	42%	($30,162)
Total	***$579,575***	***$581,000***	***100%***	***$1,425***

Source: TNDG estimates based on available data from CDTFA, the City of Rancho Mirage, and retail industry sources.

As shown on the table above, Rancho Mirage attracts substantial external demand in the following categories: Food Services and Drinking Places (actual sales are 136% of theoretical resident demand); Autos and Transportation (actual sales are 183% of theoretical resident demand); Building and Construction (sales are 204% of demand); and Home Furnishings and Appliances (sales are 121% of demand).

Rancho Mirage currently has substantial leakage of resident demand in the following categories: General Merchandise Stores (100% of demand leaks to other jurisdictions due to the lack of General Merchandise stores in Rancho Mirage); Clothing and Clothing Accessories (virtually 100% of demand leaks outside the city); Fuel and Service Stations (existing sales are 42% of potential demand, so 58% leaks outside the city).

In the Food and Beverage Stores (e.g., supermarket) and Other/Specialty categories, Rancho Mirage has relatively little leakage (existing sales represent 91% and 90%, respectively, of theoretical demand).

F. Specific Plan Design and the Market

The socioeconomic characteristics of the Highway 111 Specific Plan area, its immediate surroundings, and the broader local and regional economies have been considered in the preparation of this Specific Plan. The land use plan, development densities, design standards, and other components detailed in the Plan are intended to support and enhance housing, employment, shopping, and entertainment needs and opportunities of City residents, attract visitors from outside the City, and maximize the revenue-generating potential of this important corridor. The physical safety, attractiveness, comfort, and convenience of drivers, pedestrians and other users in the Specific Plan area can have a direct and profound impact on its economic appeal and success.

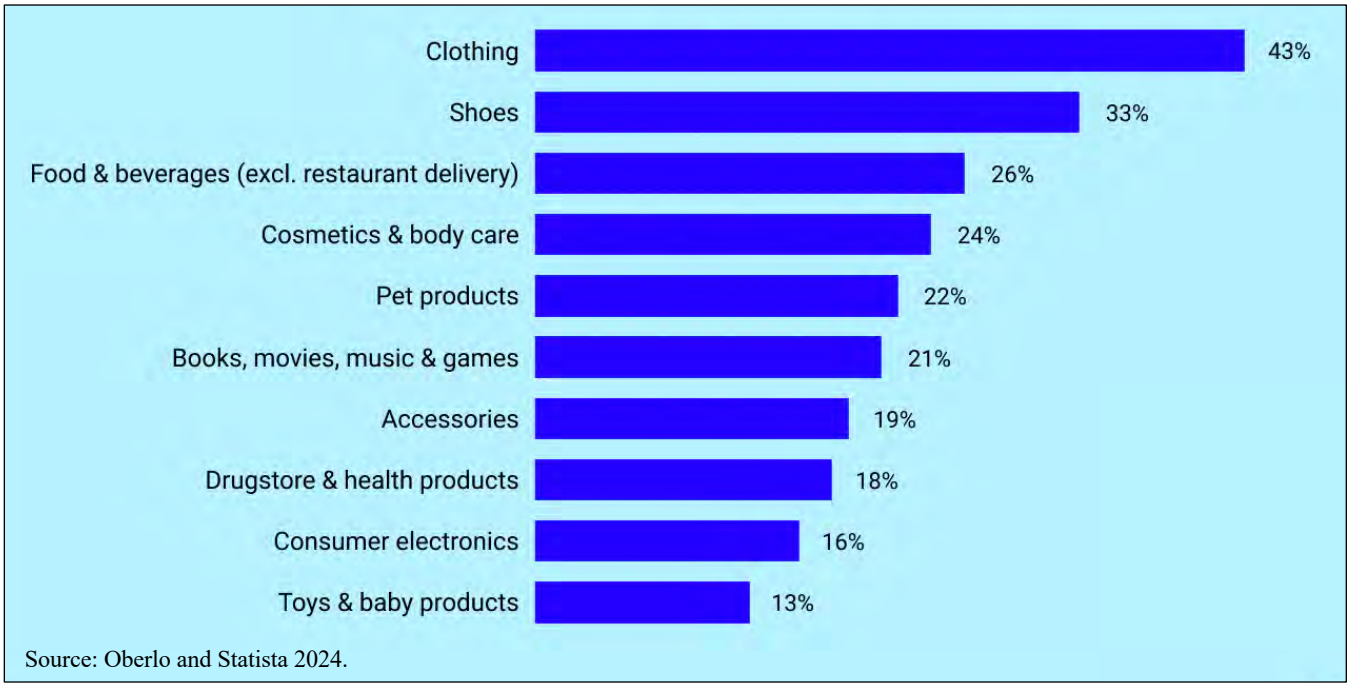
Competing With E-Commerce

According to the US Department of Commerce, e-commerce has accounted for at least 13% of all retail sales for every year since 2020, and in 2025, e-commerce accounted for 16.4% of all retail sales. As shown on the following

chart from Statista and Oberlo, the best-selling products online in the U.S. for 2024 were apparel (43% of transactions, not dollar value), followed by shoes (33%) and food and beverages (excluding restaurant delivery) (26%). Interestingly, total e-commerce sales in the U.S. were estimated to be 1,192.6 Billion, which was an increase of 8.1% from 2023. Total U.S. e-commerce sales rose to an estimated $1,233.7 Billion in 2025, an increase of 5.4% from 2024.[9] With the 2020 Covid pandemic, e-commerce has captured an even greater share of the retail market, at least over the short-term. While most economists expect brick and mortar retail to continue to recover, e-commerce will continue to erode the market share to physical stores.

Still, the future is not necessarily bleak for all brick and mortar retail. Direct marketing companies in recent years have accepted that running physical stores or partnering with brick-and-mortar retailers are necessary methods of marketing to their customers. And the store experience, while extremely valuable for touch-and-feel opportunities like trying on apparel, also provides marketing that so far online search or sites have not been able to match. Such attributes as good customer service and store design, make a store visit an experience that is extremely difficult to replicate online.

Chart IX-10: Online Shopping Categories (2024)[10]



Source: Oberlo and Statista 2024.

And this seems to be the bottom line for physical retail, whether a shoe or apparel store, or a restaurant with a substantial take-out market. Beyond providing convenience and a sense of safety, physical stores need to provide a meaningful experience that cannot be gotten online. The trend is to smaller outlets with an emphasis on quality products and experience, and customer service. The experience must also extend to the public realm where safe and attractive access is provided and the urban social experience begins along streetscapes, paseos, plazas and other open spaces and gathering areas.

[9] U.S. Census Bureau, *Quarterly Retail E-Commerce Sales, 4th Quarter 2024, released February 19, 2025*; U.S. Census Bureau, *Quarterly Retail E-Commerce Sales, 4th Quarter 2025, released March 10, 2026*. Note that total retail figures exclude sales of items not normally purchased online such as spending at restaurants, bars, automobile dealers, gas stations and fuel dealers.

[10] Oberlo and Statista 2024.

Highway 111 Corridor as a Destination

The Highway 111 corridor is already noteworthy for its success and identity as a destination. The River development still provides a popular destination for shopping/dining/entertainment experiences in the Coachella Valley. At the same time, the trend to smaller retail space, boutique restaurants, service commercial and health care/spas, and an emphasis on quality and service, can align with the numerous in-fill opportunities located along the corridor, including but not limited to the Magnesia Falls area south of the highway.

The opportunities still available for larger scale development at Bighorn Cove and Rancho Cove should also be designed with the creation of a destination in mind. Whether comprised of primarily hospitality uses (restaurants, hotels, spas, etc.), commercial retail shopping or professional offices, these major development opportunities should attract both the resident and visitor market, and provide a mix of activities that keep customers on site.

The Specific Plan also leverages the well-developed and successful assets already operating along the corridor. In addition to The River and Rancho Las Palmas developments, the City's Library and Observatory have created an arts and culture venue to which may be added additional assets on the west end of the "Library Commons" campus. Existing and future development of this type will support and give impetus to other nearby development, including boutique hotels with conference facilities, iconic restaurants, and the San Jacinto Arts Village that is planned nearby. An extended series of commercial, cultural and institutional destinations of note will also attract both younger and older home buyers and renters to make the corridor home.

Residential Development

The Specific Plan corridor is home to some of the finest and most expensive homes in the Coachella Valley. The Thunder Road area (PA-4) includes several three-story apartment buildings with under-structure parking and generally designed in an "International Style" of architecture.

The corridor also includes estate and golf course homes, condominiums, apartments and resort-style bungalows. Highway 111 provides a high level of accessibility and convenience for those living in this area. Shopping, dining and a variety of cultural events are readily available along the corridor.

The Specific Plan sets the stage for the further diversification of dwelling types along the corridor within mixed-use development with a variety of on-site services and amenities. The residential market is evolving, and smaller, easily maintained homes and apartments with on-site services and amenities can serve a variety of markets, from workforce housing to high-end condominiums.

RANCHO MIRAGE
HIGHWAY 111 SPECIFIC PLAN

APPENDIX A

GENERAL PLAN CONSISTENCY

APPENDIX A: GENERAL PLAN CONSISTENCY

RANCHO MIRAGE HIGHWAY 111 SPECIFIC PLAN

Introduction

California Government Code §65450-§65453 permits the adoption and administration of Specific Plans as an implementation tool for elements contained within the local General Plan. The City of Rancho Mirage General Plan provides guidance for long-term growth and development in the City through comprehensive plans for future development. Consistency with the General Plan is achieved when the various land uses within the Specific Plan are compatible with the goals, policies, and general pattern of land uses contained in the General Plan. Consistency is defined as follows: "An action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment." This statement from the Governor's Office of Planning and Research (OPR) describes how a Specific Plan should be consistent with the General Plan. The discussion below details the Highway 111 Specific Plan's consistency with the goals and policies that are set forth in the Rancho Mirage General Plan.

GENERAL PLAN LAND USE AND ZONING DESIGNATIONS

LAND USE

GOAL LU 1. A resort residential community of desirable neighborhoods, a variety of community facilities, and high-quality development.

GOAL LU 2. A balanced mix of functionally integrated land uses, meeting the general social and economic needs of the community through simplified, compatible, and consistent land use and zoning designations.

Land Use Policies

POLICY LU 2.1. Specific plans shall be required, where appropriate, to ensure new development achieves high-quality building, design, and development standards and provides amenities above those expected in conventional development.

POLICY LU 2.2. Specific plans shall be utilized, where appropriate, to assure the phased, logical and cost-effective extension of infrastructure and build-out of new development.

POLICY LU 2.3. Specific plans shall be updated periodically to reflect existing land use conditions, to modernize land use trends, to review boundaries, and to ensure that the long-term goals of the General Plan are being met through implementation of said specific plans.

POLICY LU 2.4. Infill development shall be encouraged by prioritizing capital improvements in the developed areas of Rancho Mirage.

POLICY LU 2.5. The City shall ensure adequate visibility and accessibility for commercial development while preserving the scenic view sheds from adjoining properties and public rights-of-way.

POLICY LU 2.6. The City shall ensure privacy and safety for residential neighborhoods by providing adequate buffering and screening, particularly where neighborhoods adjoin or are integrated with commercial developments.

POLICY LU 2.8. The City shall maintain a cooperative planning process with appropriate jurisdictions, including the County of Riverside and the Agua Caliente Band of Cahuilla Indians, assuring an effective advisory role regarding any and all development and land use planning issues proposed in or near Rancho Mirage and the SOI.

POLICY LU 2.9. The City shall incorporate land use and transportation concepts described in the SCAG's RTP/SCS into land use and transportation planning design.

Land Use Consistency

The buildout of the Highway 111 Specific Plan pursuant to its standards and guidelines ensures development of high-quality development and amenities, with optimum accessibility and protection of the mountain viewsheds. It also provides details, tools and utility to maintaining existing and planning for future infrastructure. The subject Project is a major revision and update of the 1989 and 1990 plans and encourages mixed-use development designed to be responsive and sensitive to a diversity of existing and planned uses. The plan has benefited from ongoing consultation with the Agua Caliente Tribe regarding their lands and the protection of cultural resources. It also incorporates planning principles that harmonize complementary land uses in proximity thereby reducing vehicular trips and miles traveled, and encouraging other modes of transportation.

CIRCULATION

GOAL CIR 1. A safe, efficient, attractive, and economical circulation network meeting current and future demands in a manner consistent with the resort residential character of the community.

Circulation Policies

POLICY CIR 1.1. Rancho Mirage's street system shall be designed and constructed to maximize mobility, minimize congestion, and assure that all intersections and street segments operate at LOS "D" or better during the peak hours.

POLICY CIR 1.2. A detailed traffic analysis shall be required for development proposals or other activities that might potentially require roadway improvements above and beyond those evaluated in the Circulation Element and General Plan EIR and EIR Addendum.

POLICY CIR 1.4. The number of access points and intersections along arterials shall be limited in order to preserve midblock and intersection capacities and to maintain public safety.

POLICY CIR 1.7. The City shall develop a system of continuous and convenient bicycle routes and multi-use trails to places of employment, shopping centers, schools, and other high activity areas.

Circulation Consistency

Implementation of the Specific Plan will maximize and preserve corridor accessibility and preserve intersection capacity and acceptable levels of service now and upon General Plan buildout. A detailed traffic analysis of the 1989/90 Specific Plans and the new Specific Plan was conducted. The Specific Plan promotes access drive consolidation to the greatest extent practicable. It also identifies areas where multi-modal travel, including bicycle and walking, can be further enhanced.

HOUSING

GOAL H 1 A variety of housing types that meet the needs of residents in Rancho Mirage.

GOAL H 2 Housing to meet the needs of Rancho Mirage's lower income households.

Housing Policies

POLICY H 1. The General Plan shall provide for a mixture of residential densities dispersed throughout Rancho Mirage.

Housing Consistency

The Highway 111 Specific Plan recognizes the resort residential nature of the City as well as the need for higher density residential development where it can be properly supported. The Plan call for mixed-use development with residential components of up to 28 units per acre. The intent is to provide enhanced affordability at locations close to employment centers.

CONSERVATION AND OPEN SPACE

GOAL COS 1 A balanced system of parks, trails, and recreation facilities that meets active and passive recreation needs of all residents and visitors.

GOAL COS 8 The preservation, maintenance, continuity, and enhancement of cultural heritage and resources in Rancho Mirage, including historic and prehistoric sites, objects, landscapes, and structures.

Conservation and Open Space Policies

POLICY COS 2.1. The City's park system shall consist of mini-parks, local parks, and community parks.

POLICY COS 2.10. The City shall evaluate the feasibility of developing interpretive displays in significant locations throughout Rancho Mirage.

POLICY COS 8.1. The City shall exercise its responsibility to preserve archaeological, historical, and cultural sites.

POLICY COS 8.2. Development or land use proposals that have the potential to disturb or destroy sensitive cultural resources shall be evaluated by a qualified professional and appropriate mitigation measures shall be incorporated into project approvals, if necessary.

Open Space and Conservation Consistency

The Highway 111 Specific Plan area includes the existing Rancho Mirage Community Park and protects and enhances is value to the community. The Plan also recommends the development of a pocket park east of the Fire Station to provide passive enjoyment of the surrounding desert lands and vistas. Interpretive displays or kiosks are also recommended at this location. Both the Plan and its EIR require that land development be conducted in a manner sensitive to and consistent with the important historic and cultural resources frequently encountered in the cove areas of the City. Pre-development cultural resources studies shall be required where the potential for sensitive resources exists or may exist.

AIR QUALITY

GOAL AQ 1 Preservation and enhancement of regional air quality for the protection of the health and welfare of the community as a whole.

Air Quality Policies

POLICY AQ 1.2. The City shall promote the development of pedestrian- oriented retail centers, as well as community wide multi use trails and bike paths, dedicated bike lanes, and other desirable alternatives to motor vehicle traffic.

POLICY AQ 1.4. The City shall encourage the use of clean alternative energy sources for transportation, heating, and cooling whenever practical.

POLICY AQ 1.6. The City shall strive towards achieving a level-of-service C (see Circulation Element) on all roadways to improve traffic flow, minimize idling time, and reduce air emissions.

Air Quality Consistency

The Highway 111 Specific Plan espouses and promotes land use that is highly efficient and integrated, including the wide application of mixed-use land use designations, that are designed to reduce vehicle trips and vehicle miles traveled. The Plan also guides the provision of enhanced multi-modal facilities, including pedestrian and bicycle connectivity and ease of highway crossing. The Plan also encourages the use of renewable energy, enhanced conservation and alternative design. The increased application of mixed-use land use designations will have a measurable effect on levels of service on the highway.

NOISE

GOAL N 1 A noise environment providing peace and quiet that complements and is consistent with Rancho Mirage's resort residential character.

Noise Policies

POLICY N 1. Land use patterns, associated traffic and its distribution, and individual developments shall be assessed for their potential to generate adverse and incompatible noise impacts. Noise exceeding normally acceptable levels shall be appropriately mitigated.

POLICY N 2. Noise sensitive land uses, including residences, resorts, community open space, schools, libraries, churches, hospitals, and convalescent homes, shall be protected from high noise

POLICY N 4. Land uses allowed adjacent to Rancho Mirage's major arterial roads and highways, or the Southern Pacific Railroad/I-10 corridor, should generally be limited to those that are compatible with higher noise levels to maximize noise-related land use compatibility.

Noise Consistency

The Highway 111 corridor is a high-volume arterial roadway with existing adjoining uses ranging from high-end single-family and multi-family dwellings to fire stations, city hall and a variety of commercial uses. These and future potentially sensitive uses are protected in the long-term by Plan development standards and guidelines that address existing noise sources and avoids creation of new one and potential impacts to future development. Land use distributions, noise and other buffers, and other design standards will ensure compatibility.

SAFETY

GOAL SAFE 1 A community that plans for and is protected from the effects of seismic and geological hazards.

GOAL SAFE 3 Protection of the lives and property of residents, businesses owners, and visitors from structural and wildland fires.

Safety Policies

POLICY SAFE 1.7. Developers of projects in areas identified as being subject to a rockfall or landslide hazard shall prepare detailed geotechnical analysis, including site response to seismic events, and require mitigation measures that reduce associated hazards to insignificant levels.

POLICY SAFE 4.1. The City shall minimize the exposure of residents, business owners, and visitors to the impacts of structural and wildland fires.

Safety Consistency

The Highway 111 Specific plan takes into account the geotechnical hazards present within and near the planning area. Development standards and guidelines address such hazards as strong groundshaking, rockfall hazards and potentially inadequate soils. In addition, potential wildfire areas have also been mapped and the Plan addresses related planning and development issues.

PUBLIC SERVICES AND FACILITIES

GOAL PS&F 1 Water, sewer and utility facilities that safely and adequately meet the needs of Rancho Mirage at build out.

GOAL PS&F 6 A high level of police and fire protection and paramedic service.

GOAL PS&F 10 A coherent, compatible, and aesthetically satisfying integration of public buildings and facilities into the overall planning for Rancho Mirage.

Public Services and Facilities Policies

POLICY PS&F 6.1. Review all new and improved developments for their impact on safety and the provision of police and fire protection services.

POLICY PS&F 6.7. Promote concepts of defensible space for walled and gated communities, recognizing the potential effect those concepts can have on reducing crime in Rancho Mirage.

POLICY PS&F 10.1. Site public buildings and facilities that house City government to provide functional, aesthetically pleasing, and convenient places for residents and city officials to conduct business.

Public Services and Facilities Consistency

The Highway 111 Specific Plan has been created with public services and facilities in mind. The Plan includes comprehensive mapping of utilities, including areas where the extensions are still needed in the planning area. Both police and fire stations are located within the planning area with quick response times to all existing and future development areas. The Plan also seeks to harmonize and integrate new development with important public buildings and facilities, including city hall, library, amphitheater and others. Development standards and guidelines direct developer attention to designing for defensible space, ease of surveillance and emergency/secondary access to all development areas.

COMMUNITY DESIGN

GOAL CD 1 Preservation and promotion of the special identity of Rancho Mirage as an "Oasis in the Desert," combining quality development with scenic, natural, and open space amenities.

GOAL CD 2 Clearly marked major entry points into Rancho Mirage that incorporate distinctive landscaping, signage, and wall treatments achieving a sense of arrival and symbolizing Rancho Mirage's identity.

GOAL CD 3 Scenic roadways that impart a sense of place and are attractively landscaped, provide visual continuity along adjacent uses, preserve views, and create focused intersection landscaping.

GOAL CD 4 A landscape program that promotes aesthetics, climate change resistance, and place-making.

GOAL CD 5 Walls and fences that act as attractive elements of the streetscape, while providing privacy and views, creative design, and visual continuity.

GOAL CD 6 Signage of the highest level of design and construction quality.

GOAL CD 7 Protection of the star-studded desert night sky from excessive glare.

GOAL CD 12 A city that is noted for lively and attractive public plazas with a combination of quality seating, shade, various art mediums, and other pedestrian amenities.

Community Design Policies

POLICY CD 1.1. Rancho Mirage's symbolic identity shall be enhanced through distinct signage, gateways, architecture, and resilient landscaping.

POLICY CD 1.2. Unique views of mountains and other natural open spaces from Rancho Mirage's streets shall be preserved and enhanced.

POLICY CD 1.3. The City shall ensure the development of high-quality, visually distinctive commercial uses.

POLICY CD 1.5. Multi-family residential projects shall provide well-designed and neighborhood enhancing living space, usable and safe private and common open space areas, adequate parking and appropriate automobile storage, screened trash enclosures, a comprehensive landscape program, and perimeter walls and fencing.

POLICY CD 3.2. The City shall ensure the development of well-designed, richly landscaped intersections that are attractive to drivers and pedestrians alike.

POLICY CD 6.1. The City shall encourage high-quality, low-scale signage that effectively communicates in an attractive manner.

POLICY CD 8.1. The City shall encourage cohesive yet flexible architectural design for all structures in Rancho Mirage.

POLICY CD 9.1. Projects shall incorporate architectural interest and variety in the context of a unified setting, including commonalities of color, landscaping, signage and lighting. Strong architectural detailing including facade articulation and varied building materials, colors, and massing shall be encouraged.

POLICY CD 9.2. Projects shall provide comfortable, attractive, and distinctive pedestrian amenities including sitting areas, shade structures, plazas, and arcades.

POLICY CD 12.1. Incorporate interesting design features that draw people of all ages together such as public art, focal landscape features, or historical references.

Community Design Consistency

Rancho Mirage has a long tradition of high design and development standards. The Highway 111 Specific Plan tiers from relevant goals and policies set forth in the General Plan, the most relevant of which are listed above. Community identity and placemaking are emphasized in the Specific plan, as are protection and highlighting the natural scenic resources of the community. Community gateways and streetscape treatments are given special attention, while protection of the dark night sky is also embodied in the Plan. The creation of attractive public open space areas is also encouraged in the Specific Plan.

ECONOMIC AND FISCAL

GOAL E&F 1 A growing and balanced economic base that serves the needs of Rancho Mirage residents, businesses, and visitors while maintaining the City's high standards of development and environmental protection.

Economic and Fiscal Policies

POLICY E&F 2.1. The City's land use designations shall provide opportunities for a broad range of residential, commercial, office, institutional, and light industrial development in appropriate locations.

POLICY E&F 2.5. Promote the development of a central place of activity to enhance the economic vitality of the Highway 111 corridor.

Economic and Fiscal Consistency

The Specific Plan provides opportunities for a range of commercial, office, residential, and mixed-use development within designated Planning Areas, while establishing development standards and design guidelines that maintain the City's high standards for development and environmental protection. By encouraging the modernization of existing commercial properties, redevelopment of underutilized sites, and creation of active commercial destinations, the Specific Plan supports long-term economic vitality and reinforces Highway 111 as a central place of activity for residents, businesses, and visitors.

ARTS AND CULTURE

GOAL A&C 2 An established and strengthened identity for Rancho Mirage as a regionally and nationally recognizable destination market for the arts.

GOAL A&C 3 Night sky protection.

Arts and Culture Policies

POLICY A&C 2.1 An established and strengthened identity for Rancho Mirage as a regionally and nationally recognizable destination market for the arts.

POLICY A&C 2.4. The City shall encourage public events that allow people to gather for the purposes of entertainment, education, and camaraderie, such as art and music festivals, art walks, farmers markets, film screenings, lectures, music, and other performance events.

POLICY A&C 2.7. The City shall explore the viability of creating an arts district along San Jacinto Drive or other location in Rancho Mirage.

POLICY A&C 2.9. The City shall identify locations for future arts and culture related developments.

POLICY A&C 3.2. Development projects within one mile of the observatory shall be subject to additional lighting review and/or restrictions.

Arts & Culture Consistency

The Highway 111 Specific Plan is designed to activate the Highway 111 corridor and expand the installation of arts and culture venues and sites, and to integrate the arts into overall design. It also helps create venues for outdoor concerts, art shows and other events, and will support and enhance existing arts and culture venues in the vicinity. The Specific Plan has also been designed to enhance economic activity and opportunities along the corridor and sets forth development standards and guidelines that will help to protect the night skies and especially the City Observatory from light pollution.

Summary of Consistency Findings

The new Highway 111 Specific Plan is designed to elaborate and implement the goals, policies and programs of the City's 2017 General Plan. It is consistent with the General Plan and serves to provide area-specific development standards and guidelines that address location specific needs of this area of the City.