AGENDA

CITY COUNCIL - REGULAR MEETING OF THE BANNING CITY COUNCIL
CITY OF BANNING, CALIFORNIA

September 10, 2024
5:00 p.m.
In Chambers

Council Chambers
99 E. Ramsey Street
Banning, CA 92220

The following information comprises the agenda for the regular meeting of the Banning City Council, a joint meeting of the City Council and Banning Utility Authority, and the Banning City Council sitting in its capacity as the Banning Successor Agency Board.

Per City Council Resolution 2016-44, matters taken up by the Council before 10 p.m. may be concluded, but no new matters shall be taken up except upon a unanimous vote of the council members present and voting. Such an extension shall only be valid for one hour and each hour thereafter shall require a renewed action for the meeting to continue.

1. CALL TO ORDER

1.1 INVOCATION
Performed by Pastor James Baylark of First Community Baptist Church

1.2 PLEDGE OF ALLEGIANCE

1.3 ROLL CALL

2. AGENDA APPROVAL

2.1 AGENDA APPROVAL

3. PRESENTATIONS

3.1 Proclamation - Constitution Week
Recommendation: Staff respectfully recommends City Council proclaim September 17 through 23, 2024 as Constitution Week.

3.2 Proclamation - Hispanic Heritage Month
Recommendation: Staff respectfully recommends City Council proclaim September 15 - October 15, 2024 as Hispanic Heritage Month.

4. REPORT ON CLOSED SESSION

Serita Young, City Attorney

5. PUBLIC COMMENTS, CORRESPONDENCE, APPOINTMENTS, AND REPORTS

5.1 PUBLIC COMMENTS

5.2 CORRESPONDENCE

5.3 APPOINTMENTS

5.4 CITY COUNCIL COMMITTEE REPORTS

5.5 CITY MANAGER'S REPORT

5.6 CITY ATTORNEY'S REPORT

5.7 CITY TREASURER'S REPORT

6. CONSENT ITEMS

The following items have been recommended for approval and will be acted upon simultaneously, unless a member of the City Council/Banning Utility Authority/Successor Agency Board wishes to remove an item for separate consideration.

6.1 Approval of the Meeting Minutes for the August 27, 2024 City Council Meetings
Recommendation: Approve the minutes of the August 27, 2024 City Council Meetings.

6.2 Receive and File Accounts Payable and Payroll Warrants Issued in the Month of July 2024
Recommendation: Receive and file the warrants for period ending July 31, 2024, per California Government Code Section 37208.

6.3 Receive and File Cash and Investments Report for the Month of July 2024
Recommendation: That City Council receive and file Cash and Investment Report for July 2024 on this day, September 10, 2024, in accordance with California Government Code 53646.

6.4 Accept an Easement from Tri Pointe Homes for Electric Utility Purposes on Tract Map No. 37389-1, within the Atwell Development for the Maintenance of the City-Owned Electric Distribution System
Recommendation: Staff recommends that City Council accepts an easement from Tri Pointe Homes for electric utility purposes for Tract Map No. 37389-1, Lots 'K', 'L', 'O', 'P', and 'Q' within the Atwell Development for the maintenance of the City-owned electric distribution system.

6.5 Accept as Complete Various Improvements Related to the Atwell Specific Plan Development and Authorize the 90% Reduction of the Improvement Bonds
Recommendation: City Council accept as complete various improvements related to the Atwell Specific Plan Development and authorize the 90% reductions in the improvements bonds.

6.6 Consideration of the Second Reading and Adoption of Ordinance 1606, Setting Salaries for City Council
Recommendation: Conduct second reading and adopt Ordinance 1606.

6.7 Approving Amendment No. 1 to the Purchase Order with Pioneer Americas LLC in the Amount of $7,500 for a Total Purchase Order Amount of $32,500
Recommendation: Approve Amendment No. 1 to the purchase order with Pioneer Americas of Chicago, Illinois.

6.8 Consideration of Resolution 2024-144, In Support of Proposition 36: The Homelessness, Drug Addiction, and Theft Reduction Act
Recommendation: Adopt Resolution 2024-144.

6.9 Consideration of Resolution 2024-145, Declaring Pursuant to Government Code Section 54221 That Real Property Owned by the City, Located at 646 West Ramsey Street, Banning, California (Consisting of APN 540-191-008) Is Designated As Surplus Land and Not Necessary for the City's Use at This Time, Finding That Such Declaration Is Exempt From Environmental Review Under the California Environmental Quality Act, and Taking Related Actions
Recommendation: Adopt Resolution 2024-145

6.10 Consideration of Resolution 2024-146, Approving a Sole Source Contract with Electric Power Systems International, Inc. for Construction Services Related to the San Gorgonio Substation 12kV Extension Project in the Amount of $58,039.80
Recommendation: Adopt Resolution 2024-146.

6.11 Consideration of Resolution 2024-147, Approving a Community Development Director Employment Agreement
Recommendation: Adopt Resolution 2024-147.

6.12 Consideration of Resolution 2024-148, Approving Amendment No. 1 to the Master Agreement (C00823) with Oracle America, Inc. for an Additional Amount of $45,610 for On Site Training and Additional Oracle Staff Resource Toward the ERP Implementation
Recommendation: Adopt Resolution 2024-148.

7. PUBLIC HEARINGS

8. REPORTS OF OFFICERS

8.1 Presentation of Initial Results of the Citywide Forensic Investigation
Recommendation: Receive and file.

8.2 Continued Consideration of Proposed Banning Point Project, a Proposed Subdivision of Approximately 47 Gross Acres of Vacant Land into Three Parcels (Tentative Parcel Map No. 38164) and Construction of a Proposed 619,959 Square Foot Industrial Warehouse Building, Including 10,000 Square Feet of Office Space and a Combined 34,000 Square Feet of Retail/Commercial Buildings (Design Review No. 21-7008), on Real Property Located Within the Boundaries of the Sun Lakes Village North Specific Plan Area (APN: 419-140-057), and Proposed Addendum Prepared for the Project Pursuant to the California Environmental Quality Act
Recommendation: Staff recommends that the City Council:

1. Consider the Project Applicant's request to conduct a new public hearing on the proposed Project and direct staff to notice the Project for a new public hearing; OR
2. Consider the Project Applicant's request to conduct a new public hearing on the Project and determine not to hold a new hearing but to continue with its consideration of, and deliberation on, the Project, and:
    a. Adopt Resolution 2024-150, approving Tentative Parcel Map No. 38164 (the subdivision of land only), denying Design Review No. 21-7008, and adopting an Addendum under the California Environmental Quality Act (CEQA) prepared for the Project; OR
    b. Adopt Resolution 2024-149, approving Tentative Parcel Map No. 38164 and Design Review No. 21-7008 (collectively, the "Project"), and adopting an Addendum under the California Environmental Quality Act (CEQA) prepared for the Project; OR
    c. Adopt Resolution 2024-151, denying Tentative Parcel Map No. 38164 and Design Review No. 21-7008, and finding the Project exempt from CEQA.

9. DISCUSSION ITEMS

9.1 Overview and Presentation of Industrial Development Projects in the City of Banning
Recommendation: Receive, file, and discussion only

10. ITEMS FOR FUTURE AGENDAS

10.1 NEW ITEMS

10.2 EXISTING ITEMS

1. Grow Banning (Sanchez)
2. Neighborhood Groups/Identities (Minjares)
3. Update on Community Garden (Flynn)
4. Zencity Contract (Flynn)
5. Zoom Options for Public Meetings (Flynn)
6. Developer Presentation for Sunset Crossroads Project (Flynn)
7. City Manager Evaluation (Flynn)
8. All Active Lawsuits against the City (Flynn)
9. Map of All Warehouses (Current/Planned) Within the City (Flynn)
10. Increased Compensation for City Treasurer and City Clerk (Flynn)

11. ADJOURNMENT

Next Regular Meeting – September 24, 2024

AFFIDAVIT • DECLARACIÓN JURADA

IT IS HEREBY CERTIFIED under the laws of the State of California that the above agenda was posted on the City's website (www.banningca.gov) as well as the Bulletin Board at Banning City Hall, located at 99 E Ramsey Street, Banning, CA 92220, at least 72 hours in advance of the meeting.

Caroline Patton, Administrative City Clerk
Secretario adjunto de la ciudad

PUBLIC NOTICE • NOTICIA PÚBLICA

Meeting Agendas and Notices

Interested in receiving email and/or text notifications of upcoming City Council meetings? Sign up for meeting notifications through the City's website. Pursuant to amended Government Code §54957.5(b), staff reports and other public records related to open session agenda items are available on the City's website (www.banningca.gov/).

Public Comment

Agenda Items

Any member of the public may address this meeting of the City Council on any item appearing on the agenda. A five-minute limitation shall apply to each member of the public and no member of the public shall be permitted to share their time with any other person.

Non-Agenda Items

Any member of the public may address this meeting of the City Council on any item which does not appear on the regular meeting agenda but is of interest to the general public and is an item upon which the City Council may act. A three-minute limitation shall apply to each member of the public and no member shall be permitted to share their time with any other person. No action shall be taken, nor discussion held by the City Council, on any item which does not appear on the agenda, unless the action is otherwise authorized in accordance with the provisions of subdivision (b) of §54954.2 of the Government Code.

Special Assistance/Accessibility Requests

In compliance with the Americans with Disabilities Act, any member of the public may request that the agenda and agenda packet be mailed to them. If you need special assistance to participate in this meeting (such as translation services), please contact the City Clerk's Office. Advanced notification of at least 48 hours prior to the meeting will allow the city to make arrangements to ensure your accessibility.

¿Necesita servicios de traducción para participar? Contacto Oficina del Secretario de la Ciudad.

CONTACT • CONTACTO

City Clerk's Office | 951-922-3102 | CityClerks@banningca.gov
99 East Ramsey Street, Banning, California 92220

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Caroline Patton, Administrative City Clerk**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Proclamation - Constitution Week**

RECOMMENDATION:

Staff respectfully recommends City Council proclaim September 17 through 23, 2024 as Constitution Week.

BACKGROUND:

This proclamation was requested by the Highland Springs Chapter of the Daughters of the American Revolution (DAR).

JUSTIFICATION:

N/A

FISCAL IMPACT:

None

ALTERNATIVES:

N/A

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Proclamation - Constitution Week.pdf
2. Constitution Week - Informational Flyer.pdf

CITY OF BANNING
OFFICE OF THE MAYOR

Proclamation

WHEREAS *in 1890, the Daughters of the American Revolution (DAR) was formed to promote education and patriotism; and*

WHEREAS *in 1955, DAR petitioned Congress to set aside September 17-23 annually to be dedicated for the observance of Constitution Week; and*

WHEREAS *the Constitution of the United States of America, the guardian of our liberties, embodies the principles of limited government in a Republic dedicated to rule by law; and*

WHEREAS *September 17, 2024, marks the two hundred and thirty-seventh anniversary of the drafting of the Constitution of the United States of America by the Constitutional Convention; and*

WHEREAS *it is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary, and to the patriotic celebrations which will commemorate it.*

NOW THEREFORE*, the City of Banning City Council do hereby proclaim:*

September 17 – 23, 2024

as

Constitution Week

in the City of Banning and encourage the citizens of our community to join us in this special observance.

BE IT PROCLAIMED *this 10th day of September, 2024.*

Alberto Sanchez, Mayor

Educational Programs

Constitution Week

The United States Constitution stands as a testament to the tenacity of Americans throughout history to maintain their liberties and freedoms and to ensure those unalienable rights to every American.

The tradition of celebrating the Constitution was started by the Daughters of the American Revolution. In 1955, DAR petitioned Congress to set aside September 17-23 annually to be dedicated for the observance of Constitution Week. The resolution was later adopted by the US Congress and signed into public law on August 2, 1956 by President Dwight D. Eisenhower.

The aims of the celebration are to:

- Emphasize citizen's responsibilities for protecting and defending the Constitution.
- Inform people that the Constitution is the basis for America's great heritage and the foundation for our way of life.
- Encourage the study of the historical events which led to the framing of the Constitution in September 1787.

Constitution Week is a great time to learn more about this important document and to celebrate the freedoms it gave us. Get involved by encouraging young people to sign the Constitution Week Proclamation Pledge and to ask your local community officials to issue a proclamation about Constitution Week. Consider organizing a group to participate in Bells Across America.

For additional information about Constitution Week, please contact your local DAR chapter or visit DAR.org: local DAR chapter.



The Daughters of the American Revolution is a non-profit, non-political volunteer women's service organization. DAR members are dedicated to promoting historic preservation, education, and patriotism in communities across the nation. All students are invited to participate and learn more about the educational programs the DAR offers. Educators, parents and students are encouraged to contact their local DAR chapters for more detailed information on these program.

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Caroline Patton, Administrative City Clerk** **Doug Schulze, City Manager**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Proclamation - Hispanic Heritage Month**

RECOMMENDATION:

Staff respectfully recommends City Council proclaim September 15 - October 15, 2024 as Hispanic Heritage Month.

BACKGROUND:

N/A

JUSTIFICATION:

N/A

FISCAL IMPACT:

None

ALTERNATIVES:

N/A

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Proclamation - Hispanic Heritage Month.pdf

CITY OF BANNING
OFFICE OF THE MAYOR

Proclamation

WHEREAS, *the United States has observed "Hispanic Heritage Week" since 1968 and "Hispanic Heritage Month" since 1988; and*

WHEREAS, *Hispanic Heritage Month celebrates the histories, cultures, and contributions of those whose ancestors were indigenous to North America as well as Spain, Mexico, the Caribbean, and Central and South America; and*

WHEREAS, *the purpose of Hispanic Heritage Month is to create awareness of the 500 years of cultural contributions of people of Hispanic Heritage to the American culture; and*

WHEREAS, *many people of Hispanic Heritage have and continue to serve this community as leaders, organizers, first responders, teachers, healthcare professionals, athletes, inventors, entrepreneurs and more; and*

WHEREAS, *the City of Banning is fortunate to have a large number of residents of Hispanic Heritage who strengthen our culture, economy, and contribute to our daily lives; and*

WHEREAS, *the City wishes to honor their achievements while continuing efforts to ensure the City is a welcoming and inclusive place with opportunities for all.*

NOW THEREFORE*, the City Council of the City of Banning, does hereby proclaim:*

Hispanic Heritage Month
September 15 – October 15, 2024

in the City of Banning and encourages citizens of Banning to increase their cultural awareness by learning the important contributions of people of Hispanic Heritage to the City of Banning.

BE IT PROCLAIMED *this 10th day of September 2024.*

Alberto Sanchez, Mayor

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Caroline Patton, Administrative City Clerk** **Doug Schulze, City Manager**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Approval of the Meeting Minutes for the August 27, 2024 City Council Meetings**

RECOMMENDATION:

Approve the minutes of the August 27, 2024 City Council Meetings.

BACKGROUND:

After every meeting, the City Clerk's Office prepares meeting minutes. The City Council reviews and approves these minutes either as presented or with modifications.

JUSTIFICATION:

These minutes have been prepared as Action Minutes in accordance with City Council Resolution 1995-21 and Government Code Sections 36814, 40801, and 54953(c)(2).

FISCAL IMPACT:

None

ALTERNATIVES:

1. Approve as recommended.
2. Approve with modifications.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. 2024 08 27_Minutes_Special Meeting - Closed Session.pdf
2. 2024 08 27_Minutes_Special Meeting - Workshop.pdf
3. 2024 08 27_Minutes_Regular Meeting.pdf

The following information comprises the minutes for a special meeting of the City Council, a joint meeting of the Banning City Council and Banning Utility Authority and a joint meeting of the Banning City Council and the Banning City Council sitting in its capacity as the Successor Agency Board.

MINUTES **8/27/2024**
CITY COUNCIL **SPECIAL MEETING**

COUNCIL MEMBERS PRESENT: Council Member Sheri Flynn
Council Member David Happe
Mayor Alberto Sanchez
Council Member Colleen Wallace

COUNCIL MEMBERS ABSENT: Mayor Pro Tem Rick Minjares

OTHERS PRESENT: Doug Schulze, City Manager
Serita Young, City Attorney
Caroline Patton, Administrative City Clerk
Lincoln Bogard, Administrative Services Director
Nicole Jews, Human Resources Manager
Oliver Yee, City Counsel (Liebert, Cassidy, and Whitmore)

1. CALL TO ORDER

Mayor Sanchez called the special meeting to order at 3:00 p.m.

1.1 Roll Call

COUNCIL MEMBER	PRESENT:	ABSENT
Flynn, Sheri	✕	
Happe, David	✕	
Minjares, Rick		✕
Sanchez, Alberto	✕	
Wallace, Colleen	✕	

2. PUBLIC COMMENT – *Agenda Items*

None

3. CLOSED SESSION

Serita Young, City Attorney, read the closed session citation.

3.1 CONFERENCE WITH LABOR NEGOTIATORS
Pursuant to Government Code Section 54957.6
Agency Designated Representatives: Doug Schulze, City Manager; Lincoln Bogard, Administrative Services Director; Art Vela, Director of Public Works; Nicole Jews, Human Resources Manager; Oliver Yee, City Counsel (Liebert, Cassidy and Whitmore)
Employee Organization: International Brotherhood of Electrical Workers (IBEW)

General Unit; International Brotherhood of Electrical Workers (IBEW) Utility Unit; Teamsters; Banning Police Management Association (BPMA)

3.2 COMPLAINTS AND CHARGES BROUGHT AGAINST PUBLIC EMPLOYEE; PUBLIC EMPLOYEE DISCIPLINE
Pursuant to Government Code Section 54957(b)

4. ADJOURNMENT

The Special City Council meeting adjourned at 4:28 p.m.

Minutes Prepared by:

Caroline Patton, Administrative City Clerk

*These minutes have been prepared as **Action Minutes** in accordance with City Council Resolution 1995-21 and Government Code Sections 36814, 40801, and 54953(c)(2).*

This entire meeting and all associated documents may be viewed here:
https://banningca.granicus.com/ViewPublisher.php?view_id=1:

The following information comprises the minutes for a special meeting of the City Council, a joint meeting of the Banning City Council and Banning Utility Authority and a joint meeting of the Banning City Council and the Banning City Council sitting in its capacity as the Successor Agency Board.

MINUTES **8/27/2024**
CITY COUNCIL **SPECIAL MEETING**

COUNCIL MEMBERS PRESENT: Council Member Sheri Flynn
Council Member David Happe
Mayor Pro Tem Rick Minjares* *Arrived at 4:47 p.m.*
Mayor Alberto Sanchez
Council Member Colleen Wallace

COUNCIL MEMBERS ABSENT: None

OTHERS PRESENT: Doug Schulze, City Manager
Serita Young, City Attorney
Laurie Sampson, Assistant City Manager
Caroline Patton, Administrative City Clerk
John Garside, Multimedia Specialist
Emery Papp, Senior Planner

1. CALL TO ORDER

Mayor Sanchez called the special meeting to order at 4:31 p.m.

1.1 Roll Call

COUNCIL MEMBER	PRESENT:	ABSENT
Flynn, Sheri	✕	
Happe, David	✕	
Minjares, Rick*	✕	
Sanchez, Alberto	✕	
Wallace, Colleen	✕	

**Arrived at 4:47 p.m.*

2. PUBLIC COMMENT – *Agenda Items*

- Christiane Deaton
- Frank Connolly
- Stuart MacKenzie
- Kathleen Dale
- Richard Royce

3. WORKSHOP

3.1. Overview and Presentation of a Proposed Amendment to the Mission Heights Specific Plan

Emery Papp, Senior Planner, presented the staff report.

4. ADJOURNMENT

The Special City Council meeting adjourned at 5:39 p.m.

Minutes Prepared by:

Caroline Patton, Administrative City Clerk

*These minutes have been prepared as **Action Minutes** in accordance with City Council Resolution 1995-21 and Government Code Sections 36814, 40801, and 54953(c)(2).*

This entire meeting and all associated documents may be viewed here:
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The following information comprises the minutes for a regular meeting of the City Council, a joint meeting of the Banning City Council and Banning Utility Authority and a joint meeting of the Banning City Council and the Banning City Council sitting in its capacity as the Successor Agency Board.

MINUTES **8/27/2024**
CITY COUNCIL **REGULAR MEETING**

COUNCIL MEMBERS PRESENT: Council Member Sheri Flynn
Council Member David Happe
Mayor Pro Tem Minjares
Mayor Alberto Sanchez
Council Member Colleen Wallace

COUNCIL MEMBERS ABSENT: None

OTHERS PRESENT: Doug Schulze, City Manager
Laurie Sampson, Assistant City Manager
Serita Young, City Attorney
Caroline Patton, Administrative City Clerk
John Garside, Multimedia Specialist
Lincoln Bogard, Administrative Services Director
Art Vela, Director of Public Works
Emery Papp, Senior Planner

1. CALL TO ORDER

Mayor Sanchez called the regular meeting to order at 5:40 p.m.

1.1. Invocation – Pastor Eric Biggers of Mission Church of God in Christ led the invocation.

1.2. Pledge of Allegiance

1.3. Roll Call

COUNCIL MEMBER	PRESENT	ABSENT
Flynn, Sheri	✕	
Happe, David	✕	
Minjares, Rick	✕	
Sanchez, Alberto	✕	
Wallace, Colleen	✕	

Mayor Sanchez announced a recess at 5:41 p.m. The meeting was reconvened at 5:59 p.m.

2. AGENDA APPROVAL

2.1. Approve Agenda

Motion to approve the agenda.

Motion by Council Member Wallace
Seconded by Mayor Pro Tem Minjares

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri		✕			
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 4-1.

3. PRESENTATIONS

3.1 Quarterly Small Business Recognition – Family Car Wash

4. REPORT ON CLOSED SESSION

Serita Young, City Attorney reported that there was discussion and direction provided to staff, with no final nor reportable action.

5. PUBLIC COMMENTS, CORRESPONDENCE, APPOINTMENTS, CITY COUNCIL COMMITTEE REPORTS, CITY MANAGER REPORT, AND CITY ATTORNEY REPORT

5.1. PUBLIC COMMENTS
The following individuals addressed City Council during Public Comment:

- David Marshall Kealy
- Harry Sullivan
- Lynnea Hagen
- Diego Rose
- John Hagen
- Gladys “Sue” Savage
- Bill Hobbs
- Stuart MacKenzie

5.2. CORRESPONDENCE
Three items of correspondence were received and distributed to City Council in advance of the meeting.

5.3. APPOINTMENTS
None

5.4. CITY COUNCIL COMMITTEE REPORTS
Council Member Wallace reported on a Community Action Partnership (CAP) meeting.

Mayor Pro Tem Minjares reported on a San Gorgonio Pass Water Alliance (SGPWA) meeting.

Council Member Flynn reported on a Community Luncheon with Sheriff Chad Bianco at Morongo.

Council Member Happe reported on a meeting of the Riverside County Transportation Commission (RCTC).

Mayor Sanchez reported on the Rosilicie Ochoa Bogh Town Hall that occurred at City Hall as well as the State of the County led by Supervisor Gutierrez.

5.5. CITY MANAGER REPORT

City Manager Schulze announced that they had filled the Community Development Director position and David Newell, from the City of Palm Springs, will be joining the team beginning September 16, 2024. There are also interviews happening for the Police Chief position. The interview process will include a community meet and greet, giving the public the opportunity to meet the candidates.

The Banning Youth Council is holding a clean-up event at Sylvan Park on August 31. Finally, the City Council will be reviewing a resolution regarding support for Proposition 36.

5.6. CITY ATTORNEY REPORT

City Attorney Young had no report.

5.7. CITY TREASURER REPORT

City Treasurer Geronimo had no report.

6. CONSENT AGENDA

6.1 Approval of the Meeting Minutes for the July 9, 2024 City Council Meetings
6.2 Receive and File Accounts Payable and Payroll Warrants Issued in the Month of June 2024
6.3 Receive and File Cash and Investments Report for the Month of June 2024
6.4 Receipts, Disbursements, & Fund Balances Reporting for Fiscal Year 2023-24, Period 12, June 2024, and Fiscal Year 2024-25, Period 1, July 2024
6.5 Receive and File Police Department Statistics for the Month of June and July 2024
6.6 Receive and File Fire Protection Services Statistics for the Month of June and July 2024
6.7 Public Works Capital Improvement Project Tracking List
6.8 Receive and File Code Enforcement Update and Statistics for the Months of June and July 2024
6.9 Receive and File Contracts Approved Under the City Manager's Signature Authority and Inventory Reports for June and July 2024
6.10 City Council Travel and Conference Expense Report Year to Date June 30, 2024
6.11 Consideration of Resolution 2024-128, Approving the Acceptance of the Distribution of the 2023 Emergency Management Performance Grant (EMPG) Program Award
6.12 Consideration of Resolution 2024 -129, Approving a Successor Memorandum of Understandings with the Banning Police Officers' Association, Representing All City Employees Eligible for Inclusion in the Police Unit, Effective March 28, 2024, Through March 27, 2027, and Authorizing the City Manager to Finalize and Execute a Successor Agreement

6.13 Consideration of Resolution 2024-130, Accepting a Donation from First Industrial, LP in the Amount of $2,500
6.14 Consideration of Resolution 2024-131, Accepting a Donation from Sun Lakes Charitable Trust in the Amount of $2,000
6.15 Consideration of Resolution 2024-132, Awarding A Professional Services Agreement for the Construction Management and Inspections Services of Charles Street and Lincoln Street Non-Potable Water Booster Stations and Reservoirs Project to TKE Engineering, Inc. in the amount of $910,880 and Approving a 10% Contingency for a Total Project Budget of "Not-to-Exceed" $1,001,968.
6.16 Consideration of Resolution 2024 -133, Awarding a Professional Services Agreement to Albert A. Webb Associates in the amount of $79,700 for CEQA Related Biological and Paleontological Monitoring and Reporting During the Construction of Charles Street and Lincoln Street Non-Potable Water Booster Stations
6.17 Consideration of Resolution 2024-134, Approving Amendment No. 1 to the Professional Services Agreement with Kimley-Horn and Associates, Inc. for an Additional Amount of $17,850 for Design of the Lions Park Non-Potable Water Irrigation Conversion
6.18 Consideration of Resolution 2024-135, Approving an Amendment to the GARDA CL West, Inc. Purchase Order (PO 031919) to Increase the Amount by $ 2,000.00 for a Total of $27,0000.00 for Fiscal Year 2024 Expenditures and Approving a New Purchase Order for GARDA CL West, Inc. to Use During Fiscal Year 2025 for an Amount Not to Exceed $30,000.00
6.19 Consideration of (1) Resolution 2024-136, Amending the Classification and Compensation Plan; and (2) Resolution 2024-137, Revising the Confidential Employee Benefit Plan
6.20 Consideration of Resolution 2024-138, Approving an Amendment No. 2 to the Professional Services Agreement (C00853) with Eide Bailly for External Audit Services for Fiscal Year 2022-23 Cost Overruns in the Amount of $50,000 after 23 Percent Discount
6.21 Notification that The City is Changing its Availability Period from 60 Days to 90 Days for Eligible Revenues under the Modified Accrual Basis of Accounting

Public Comment
None

Motion to adopt consent agenda items 6.2 to 6.14, 6.18 and 6.21.

Motion by Council Member Wallace
Seconded by Mayor Pro Tem Minjares

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

6.1 Approval of the Meeting Minutes for the July 9, 2024 City Council Meetings

Motion to Exhibit A be removed from the July 9, 2024 regular meeting minutes.

Motion by Council Member Flynn
No second. The motion failed.

Public Comment
- Kathleen Dale

Motion to approve the meeting minutes as presented.

Motion by Mayor Sanchez
Seconded by Council Member Happe

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri		✕			
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen		✕			

Motion approved by a vote of 3-2.

Mayor Sanchez announced a recess at 6:48 p.m. The meeting was reconvened at 7:03 p.m.

6.15 Consideration of Resolution 2024-132, Awarding A Professional Services Agreement for the Construction Management and Inspections Services of Charles Street and Lincoln Street Non-Potable Water Booster Stations and Reservoirs Project to TKE Engineering, Inc. in the amount of $910,880 and Approving a 10% Contingency for a Total Project Budget of “Not-to-Exceed” $1,001,968

Art Vela, Director of Public Works, answered City Council questions about the report.

Public Comment
- Kathleen Dale

Motion to adopt Resolution 2024-132.

Motion by Mayor Pro Tem Minjares
Seconded by Mayor Sanchez

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri		✕			
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 4-1.

6.16 Consideration of Resolution 2024-133, Awarding a Professional Services Agreement to Albert A. Webb Associates in the amount of $79,700 for CEQA Related Biological and Paleontological Monitoring and Reporting During the Construction of Charles Street and Lincoln Street Non-Potable Water Booster Stations

Art Vela, Director of Public Works, answered City Council questions about the report.

Public Comment
- Kathleen Dale

Motion to continue the item until after the consideration of Agenda Item 7.1.

Motion by Council Member Flynn
Seconded by Council Member Happe

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

6.17 Consideration of Resolution 2024-134, Approving Amendment No. 1 to the Professional Services Agreement with Kimley-Horn and Associates, Inc. for an Additional Amount of $17,850 for Design of the Lions Park Non-Potable Water Irrigation Conversion

Art Vela, Director of Public Works, answered City Council questions about the report.

Public Comment
None

Motion to adopt Resolution 2024-134.

Motion by Mayor Sanchez
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri		✕			
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 4-1.

6.19 Consideration of (1) Resolution 2024-136, Amending the Classification and Compensation Plan; and (2) Resolution 2024-137, Revising the Confidential Employee Benefit Plan

Lincoln Bogard, Administrative Services Director, answered City Council questions about the report.

Public Comment
None

Motion to adopt Resolution 2024-136 and 2024-137.

Motion by Council Member Wallace
Seconded by Council Member Happe

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

6.20 Consideration of Resolution 2024-138, Approving an Amendment No. 2 to the Professional Services Agreement (C00853) with Eide Bailly for External Audit Services for Fiscal Year 2022-23 Cost Overruns in the Amount of $50,000 after 23 Percent Discount

Lincoln Bogard, Administrative Services Director, answered City Council questions about the report.

Public Comment
- Frank Connolly

Motion to adopt Resolution 2024-138.

Motion by Mayor Sanchez
Seconded by Mayor Pro Tem Minjares

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

7. PUBLIC HEARING(S)

7.1 Consideration of Resolution 2024-140, Approving EA 24-0051, an Initial Study/Mitigated Negative Declaration for the Proposed Construction and Operation of a New Non-Potable Water Storage Reservoir that is 24-Feet in Diameter and 21-

Feet Tall with a Capacity of Approximately 61,000 Gallons, Associated Appurtenances, Onsite Access Road, and the Construction and Operation of a New Booster Pump Station Designed for the Future Ultimate Flow of 2,500 Gallons Per Minute (GPM). The Proposed Reservoir and Booster Station will be Located on a Portion of Accessor's Parcel Number (APN) 538-280-001 that is Approximately 7.51 Acres. The Project Site is Located on a City-Owned Property within the Open Space-Parks (OS- P) Zoning District and is Generally Located on the South Side of West Lincoln Street and East of 22nd Street, within the City of Banning, California; and Adopting a Mitigation Monitoring and Reporting Program for the Project

Emery Papp, Senior Planner, presented the staff report.

Public Comment

- John Hagen
- Kathleen Dale

Motion to adopt Resolution 2024-140.

Motion by Mayor Sanchez
Seconded by Council Member Happe

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

6.16 Consideration of Resolution 2024-133, Awarding a Professional Services Agreement to Albert A. Webb Associates in the amount of $79,700 for CEQA Related Biological and Paleontological Monitoring and Reporting During the Construction of Charles Street and Lincoln Street Non-Potable Water Booster Stations

Motion to adopt Resolution 2024-133.

Motion by Council Member Wallace
Seconded by Council Member Happe

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

Mayor Sanchez announced a recess at 8:10 p.m. The meeting was reconvened at 8:26 p.m.

8. REPORTS OF OFFICERS

8.1 Consideration of the Ring of Honor Selection Committee's Nomination to City Council to Place Arthur Lee "Art" Welch in the City of Banning's Ring of Honor

Caroline Patton, Administrative City Clerk, presented the staff report.

Public Comment
None

Motion to accept the Ring of Honor Selection Committee's Nomination to place Arthur Lee "Art" Welch in the City of Banning's Ring of Honor.

Motion by Mayor Sanchez
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri		✕			
Happe, David	✕				
Minjares, Rick		✕			
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 3-2.

8.2 Consideration of Resolution 2024-141, Expressing Support for Actions to Further Strengthen Local Democracy, Authority, and Control As Related to Local Zoning and Housing Issues

Doug Schulze, City Manager, presented the staff report.

Public Comment
None

Motion to adopt Resolution 2024-141.

Motion by Council Member Happe
Seconded by Mayor Sanchez

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

8.3 Consideration of Resolution 2024-142, Approving a Contract with American Legal Publishing, LLC (C01061) for a Municipal Code Update Project for a Term Ending on December 31, 2025, for Total Not-To -Exceed Amount of $50,000 to Conduct a Holistic Review and Update of the Municipal Code to Modernize the Code Utilizing Reader Friendly Text and Format, Eliminate Outdated and Redundant Provisions, Eliminate Inconsistencies and Contradictions, Simplify Code Provisions, and to Ensure Consistency and Compliance with Current State and Federal Law

Lincoln Bogard, Administrative Services Director, presented the staff report.

Public Comment
None

Motion to adopt Resolution 2024-142.

Motion by Mayor Sanchez
Seconded by Mayor Pro Tem Minjares

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

8.4 City of Banning Fiscal Year 2022-23 Annual Comprehensive Financial Report (ACFR), Banning Utility Authority (BUA) FY 2022-23 Financial Statements, City of Banning FY 2022-23 GANN Limit Agreed Upon Procedures (AUP) Report, City of Banning FY 2022-23 Single Audit Report, and Related Management Letters and Governance Letters

Lincoln Bogard, Administrative Services Director, presented the staff report. Roget Alfaro of Eide Bailly presented the audit to City Council.

Public Comment
None

8.5 Consideration of Resolution 2024-143, Creating a Community Revitalization Investment Authority to Operate within the Community, and Making Certain Findings and Taking Certain Actions in Connection Therewith, and Resolution 2024-05 SA, Making Certain Findings Relating to the City of Banning's Creation of a Community Revitalization Investment Authority to Operate within the Community

Doug Schulze, City Manager, presented the staff report.

Public Comment
- Kathleen Dale
- Gerry Phelps

Motion to table this item until an additional City Council workshop meeting and a public Saturday workshop may be held.

Motion by Mayor Sanchez
Seconded by Council Member Flynn

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

8.6 Consideration of the First Reading and Introduction of Ordinance 1606, Setting Salaries for City Council

Doug Schulze, City Manager, presented the staff report.

Public Comment
- Kathleen Dale

Administrative City Clerk Patton read the ordinance by title only.

Motion to introduce and waive further reading of Ordinance 1606.

Motion by Council Member Happe
Seconded by Mayor Pro Tem Minjares

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

9. DISCUSSION ITEM(S)

9.1 Discussion of Proposed Amendments to Banning Municipal Code and Zoning Pertaining to Cannabis Businesses, Including the Possibility of Implementing an Urgency Ordinance/Moratorium

Emery Papp, Senior Planner, presented the staff report.

Public Comment
- John Hagen
- Kathleen Dale

Motion to continue the meeting past 10:00 p.m.

Motion by Mayor Sanchez
Seconded by Mayor Pro Tem Minjares

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

Mayor Sanchez announced a recess at 10:51 p.m. The meeting was reconvened at 11:01 p.m.

9.2 Discussion of the Banning Electric Utility Emergency Rate Increase Scenarios

Lincoln Bogard, Administrative Services Director and Art Vela, Director of Public Works, presented the staff report.

Public Comment
- Gerry Phelps
- John Hagen
- Frank Connolly
- Kathleen Dale
- Cindy Barrington

Motion to continue the meeting past 12:00 p.m.

Motion by Council Member Wallace
Seconded by Mayor Sanchez

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

9.3 Presentation and Consideration of the Results of the Time Study and Associated Cost Analysis of the Itron Electric Meter Failures Due to Mesh Communication Issues that Resulted in Reprogramming and Replacing Impacted Electric Meters

Lincoln Bogard, Administrative Services Director, presented the staff report.

9.4 Overview and Presentation of Industrial Development Projects in the City of Banning

10. ITEMS FOR FUTURE AGENDAS

10.1. New Items

10.2. Pending Items:

1. Grow Banning (Sanchez)
2. Neighborhood Groups/Identities (Minjares)
3. Update on Community Garden (Flynn)
4. Zencity Contract (Flynn)
5. Zoom Options for Public Meetings (Flynn)
6. Developer Presentation on Sunset Crossroads Project (Flynn)
7. City Manager Evaluation (Flynn)
8. All Active Lawsuits against the City (Flynn)
9. Plot Map for Warehouses (Current/Planned) in the City (Flynn)
10. ~~Increased Compensation for City Council (Flynn)~~
11. Increased Compensation for City Treasurer and City Clerk (Flynn)

11. ADJOURNMENT

Motion to adjourn.

Motion by Mayor Sanchez
Seconded by Mayor Pro Tem Minjares

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

The meeting was adjourned at 12:41 p.m.

Minutes Prepared by:

Caroline Patton, Administrative City Clerk

*These minutes have been prepared as **Action Minutes** in accordance with City Council Resolution 1995-21 and Government Code Sections 36814, 40801, and 54953(c)(2).*

This entire meeting and all associated documents may be viewed here:
https://banningca.granicus.com/ViewPublisher.php?view_id=1

ATTACHMENTS:

Exhibit A – Public Comment Received
Exhibit B – Agenda Item 7.1: Staff Presentation
Exhibit C – Agenda Item 8.3: Staff Presentation
Exhibit D – Agenda Item 8.4: Staff Presentation
Exhibit E – Agenda Item 9.1: Staff Presentation
Exhibit F – Agenda Item 9.2: Staff Presentation
Exhibit G – Agenda Item 9.3: Staff Presentation

Exhibit A

Mayor Sanchez, Council Members, Citizens of Banning & Guests:

My name is Gerry Cousins Phelps. I am 82 years old and I was born in the USA. I am a citizen and a life-long tax payer. For the past 9 years I have happily lived in Sun Lakes at 1033 Pine Valley Rd., Banning..

Like all residents of Banning, I too, am involved in the financial welfare of the City. There Is no doubt that we absolutely need money, *i.e.*, tax dollars, in our coffers to afford what has to be done to make Banning an attractive and safe place to live. Everything costs more today than it did yesterday and will be still higher tomorrow. Therefore, an improved income stream (as well as good planning and budgeting) is essential to the City Planners. Bearing all of this in mind, I, nevertheless, strongly oppose a warehouse complex right across the street from the driveway into Sun Lakes –a senior residential community of 3400+ tax payer homes.

I am addressing the City Council today on behalf of an increasingly growing number of like-minded people, in order that you might call upon the Planning Commission and together prevail on the Banning Pointe Developers, so that instead of standing pat on moving forward with their warehouse position, they consider a more agreeable alternative, such as a low rise multi-use project that could entail condos, senior living, and/or middle income 1, 2 and 3 bedroom apartments with a ground floor lobby and stores. And while there is a reported glut of warehouse space on the market, because of its location, this particular parcel of land is especially desirable for much needed residential use, and shopping. Accomplishing this equivalent project would put an end to on-going law suits and unproductive acrimony. Thus, the Developers could not only

look forward to saving face, but put the and to productive/profitable use once and for all.

Indeed, they would look like heroes.

Finally, this issue --successfully concluded-- means that Banning could realize much anticipated tax dollars, thus improving the City's income stream –a huge City Council accomplishment and a local population satisfier!

We are all a part of one small City. Why shouldn't we work together … ?

Thank you.

From: Diane Stone <swmbo3@gmail.com>
Sent: Tuesday, August 27, 2024 8:55 AM
To: Caroline Patton
Subject: Banning Pointe Discussion

Please be advised I will support Gerry Phelps' statement re the use of the property.

"I support the multi-use proposal".
Diane Stone
1800 Litchfield Drive
Banning, CA.

From: Mindy Tummler <xtramile8@aol.com>
Sent: Tuesday, August 27, 2024 12:26 PM
To: cityclerks
Subject: Banning Animal Shelter

Good Evening,

My name is Mindy resident of Beaumont. I'm writing in regards to the Animal Shelter that Banning closed recently. It is imperative that the City not the County of Riverside operate an Animal Shelter. Riverside County is overwhelmed and frankly over their head with other cities Animal control issues. Why not look into the city itself taking over. With volunteers from local colleges and High school that could aquire work experience credits that could help clean kennels etc... The city can still use and exoand on the current property. If you permanently close the shelter please add 2 more Animal control officers for after hours and weekends and transportation to high euthanizing shelters. If you pay attention to FB or ND apps you would see dogs are being dumped or abandoned daily. Not to mention backyard breeders. Please don't turn a blind eye on this issue. By doing nothing it is only perpetuating the problem.

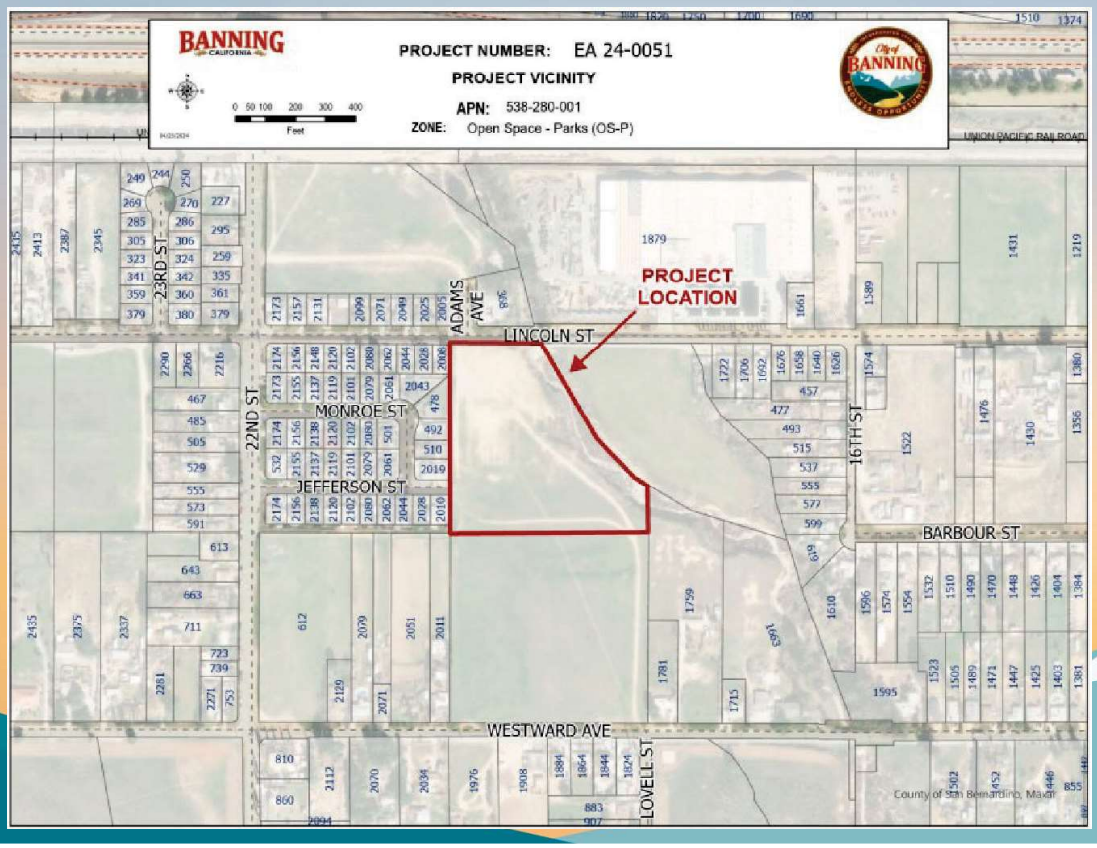
Thank you

Sent from AOL on Android

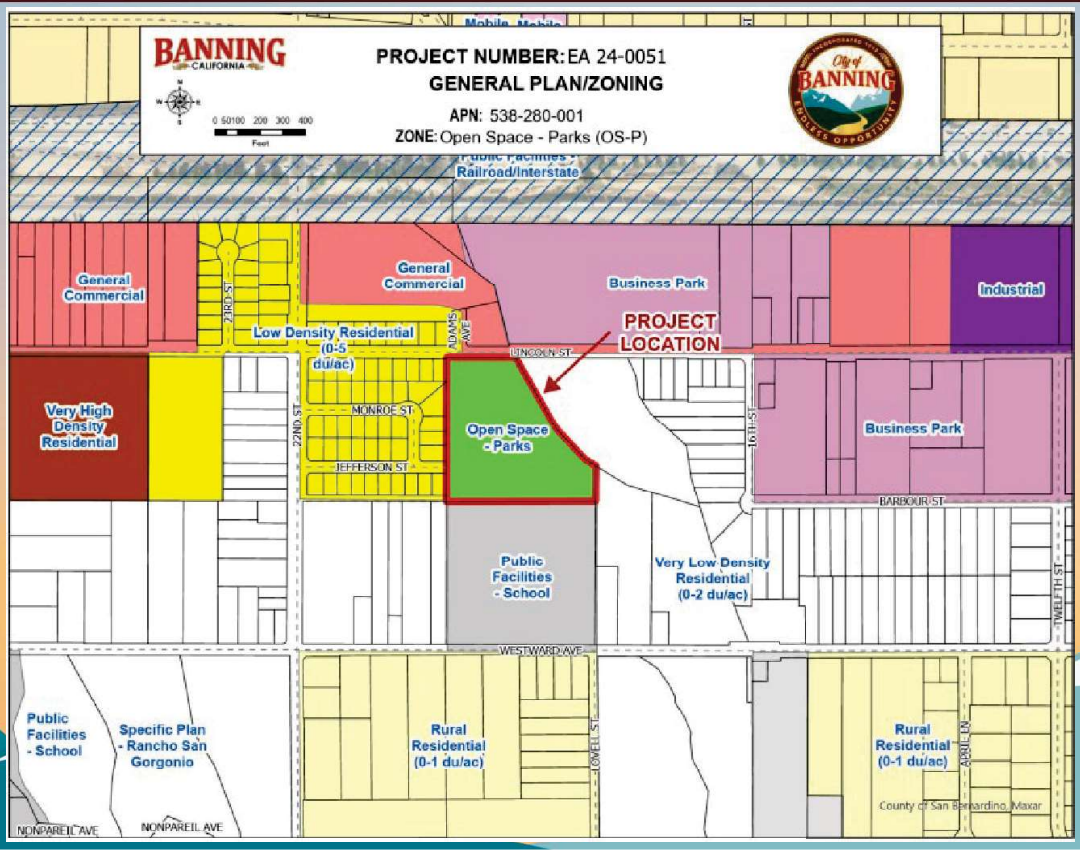
Exhibit B

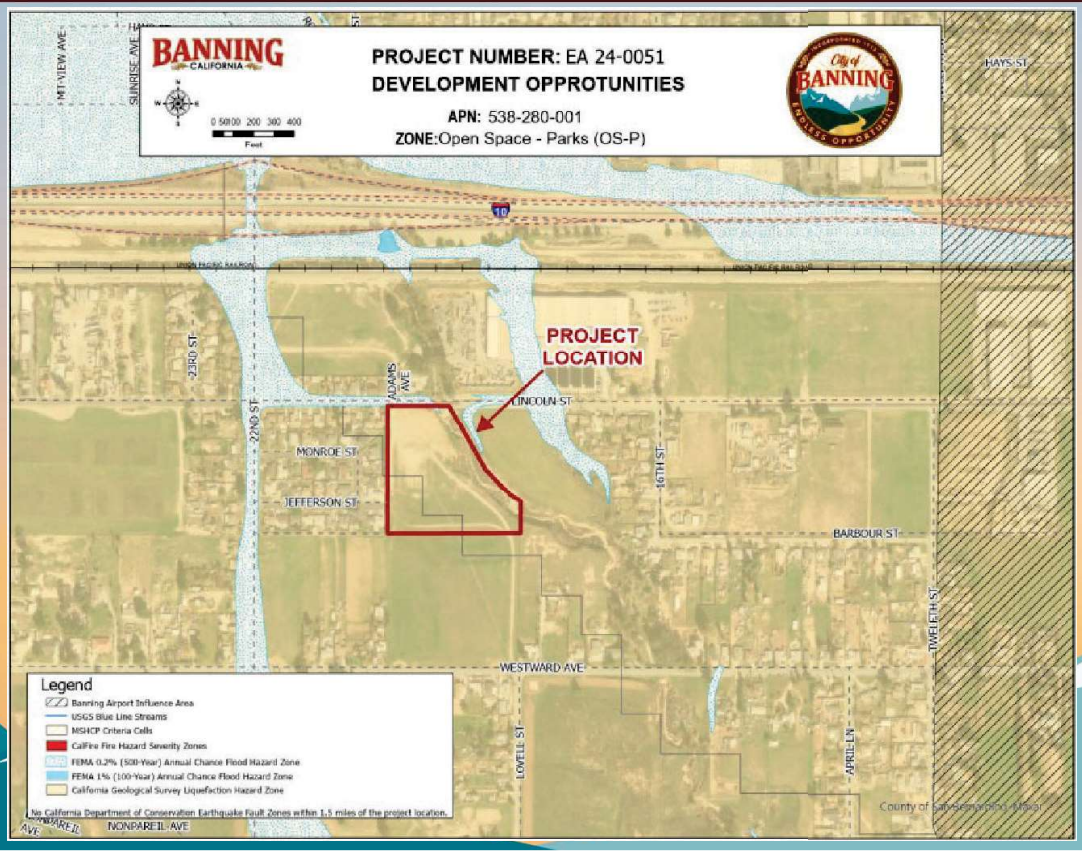
CITY COUNCIL
PUBLIC HEARING ITEM NO. 7.1
AUGUST 27, 2024

Consideration of EA 24-0051, an IS/MND for the Proposed Construction and Operation of a New Non-Potable Water Storage Reservoir that is 24-feet in Diameter and 21-Feet Tall with a Capacity of Approximately 61,000 Gallons, Associated Appurtenances, Onsite Access Road, and the Construction and Operation of a New Booster Pump Station Designed for the Future Ultimate Flow of 2,500 Gallons Per Minute (gpm). The Proposed Reservoir and Booster Station will be Located on a Portion of Assessor's Parcel Number (APN) 538-280-001 that is Approximately 7.51 acres. The Project Site is Located on a City-Owned Property Within the Open Space-Parks (OS-P) Zoning District and is Generally Located on the South Side of West Lincoln Street and East of 22nd Street, Within the City of Banning, California.




BANNING
CALIFORNIA
PROJECT NUMBER: EA 24-0051
AERIAL BASE MAP
APN: 538-280-001
ZONE: Open Space - Parks (OS-P)
UNION PACIFIC RAILROAD
23RD ST
ADAMS AVE
PROJECT LOCATION
LINCOLN ST
MONROE ST
22ND ST
JEFFERSON ST
16TH ST
BARBOUR ST
WESTWARD AVE
LOWELL ST
APRIL LN
TWELFTH ST
NONPAREIL AVE


BANNING
CALIFORNIA
PROJECT NUMBER: EA 24-0051
GENERAL PLAN/ZONING
APN: 538-280-001
ZONE: Open Space - Parks (OS-P)
Railroad/Interstate
General Commercial
General Commercial
Business Park
Industrial
Low Density Residential (0-5 du/ac)
PROJECT LOCATION
Very High Density Residential
Open Space - Parks
Business Park
Public Facilities - School
Very Low Density Residential (0-2 du/ac)
Public Facilities - School
Specific Plan - Rancho San Gorgonio
Rural Residential (0-1 du/ac)
Rural Residential (0-1 du/ac)
NONPAREIL AVE



Land Use Summary

	Existing Land Use	Zoning Classification	General Plan Designation
Subject Site	Vacant Land	Open Space - Parks	Open Space - Parks
North	Vacant Commercial Land and Existing Homes	General Commercial and Low Density Residential	General Commercial and Low Density Residential
South	Vacant Land	Public Facilities - School	GC and LDR
East	Montgomery Creek and Vacant Land	Very Low Density Residential	Very Low Density Residential
West	Existing Single-Family Homes	Low Density Residential	Low Density Residential

Site Photos, Current Site Conditions



Background

The Project is a part of the City's expansion of the non-potable water delivery system:

- The City's existing customer for non-potable water (recycled water) is the Sun Lakes Country Club golf course.
- Future potential customers may include: Lions Park, Banning High School, Dysart Park, a neighborhood park and the Rancho San Gorgonio development.
- The proposed Project was not specifically identified in the City's Integrated Master Plan; however, it is needed to provide non-potable water supplies to existing and potential customers on the west side of the City.

Project Description

The Project entails the construction and operation of a new non-potable water storage reservoir with a capacity of approximately 61,000 gallons, associated appurtenances, on-site access road, and the construction and operation of a new booster pump station designed for the future ultimate flow of 2,500 gallons per minute (gpm). The proposed Project will only utilize a portion of the parcel it is located on. The total disturbance area during construction is approximately 1.39 acres, which includes construction staging. This is approximately 18.4 percent of the parcel. Once construction is complete, the proposed Project's disturbance area is approximately 0.48 acres, which represents approximately 6.4 percent of the total parcel acreage.

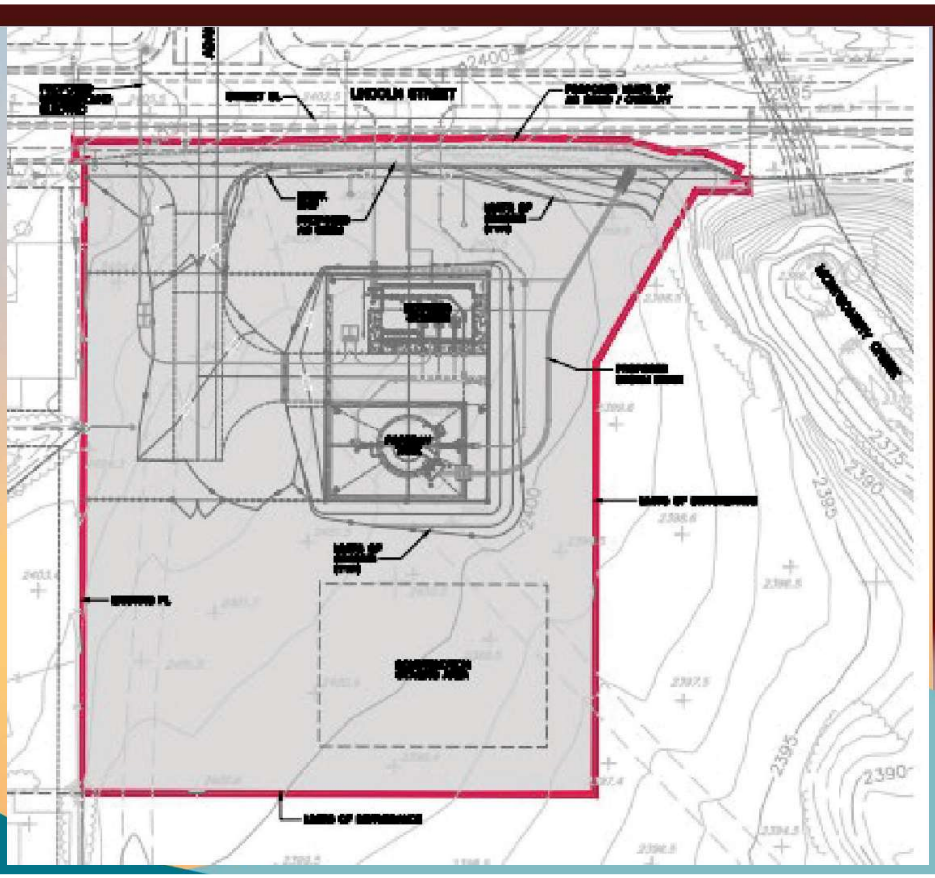
Project Description (Cont.)

The Major Components of the Project Include:

- Reservoir – 61,000 gallons, 24-foot diameter, 21-feet high
- Booster Station – 38'x24'x12' split face masonry block building with tile roof and roof hatches to facilitate equipment removal/installation
- Booster Pumps – 2 1,000 GPM main pumps, 1 standby pump 1,500 GPM
- On-site Diesel-powered standby generator
- SCADA System
- Site Access Improvements
- Lighting and Security
- Electrical
- Drainage
- Frontage Improvements to Lincoln Street – Widening and new drive approach

BANNING CALIFORNIA

Site Overview



BANNING CALIFORNIA

Public Notice/Comment

A Public Review and Comment Period for the IS/MND was published on April 26, 2024 and ended on May 26, 2024.

CC Public Hearing Notice was Published in the Record Gazette on August 9, 2024

- Notices mailed to property owners within 300' on August 8, 2024
- No comments were received opposed to or for the project

City of Banning

Community Development Department

NOTICE OF PUBLIC HEARING AND NOTICE OF INTENT (NOI) TO ADOPT A MITIGATED NEGATIVE DECLARATION (MND)(EA 24-0051) FOR CONSIDERATION OF THE CONSTRUCTION AND OPERATION OF A NEW NON-POTABLE WATER STORAGE RESERVOIR THAT IS 24-FEET IN DIAMETER AND 21-FEET TALL WITH A CAPACITY OF APPROXIMATELY 61,000 GALLONS, ASSOCIATED APPURTENANCES, ON-SITE ACCESS ROAD, AND THE CONSTRUCTION AND OPERATION OF A NEW BOOSTER PUMP STATION DESIGNED FOR THE FUTURE ULTIMATE FLOW OF 2,500 GALLONS PER MINUTE (GPM). THE PROPOSED RESERVOIR AND BOOSTER STATION WILL BE LOCATED ON A PORTION OF ASSESSOR'S PARCEL NUMBER (APN) 538-280-001 THAT IS APPROXIMATELY 7.51 ACRES. THE PROJECT SITE IS LOCATED ON A CITY-OWNED PROPERTY WITHIN THE OPEN SPACE-PARKS (OS-P) ZONING DISTRICT AND IS GENERALLY LOCATED ON THE SOUTH SIDE OF WEST LINCOLN STREET AND EAST OF 22ND STREET, WITHIN THE CITY OF BANNING, CALIFORNIA.

NOTICE IS HEREBY GIVEN of a public hearing before the City of Banning City Council, to be held on Tuesday, August 27, 2024, at 5:00 p.m. in the Council Chambers, City Hall, 99 East Ramsey Street, Banning, California, to consider an Initial Study/Mitigated Negative Declaration for the proposed construction and operation of a new non-potable water storage reservoir that is 24-feet in diameter and 21-feet tall with a capacity of approximately 61,000 gallons, associated appurtenances, on- site access road, and the construction and operation of a new booster pump station designed for the future ultimate flow of 2,500 gallons per minute (gpm). The proposed reservoir and booster station will be located on a portion of assessor's Parcel Number (APN) 538-280-001 that is approximately 7.51 acres. The project site is located on a City-owned property within the Open Space-Parks (OS-P) zoning district and is generally located on the south side of West Lincoln Street and east of 22nd Street, within the City of Banning, California.

An Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the project was made available for public review and comment for a 30-day public review and comment period prior to the public hearing beginning FRIDAY, APRIL 26, 2024, and concluding MONDAY, MAY 27, 2024.

PLANNING COMMISSION ACTION: At a duly noticed public hearing held on July 10, 2024, the Planning Commission of the City of Banning adopted Resolution 2024-10, recommending that the City Council approve the Mitigated Negative Declaration for the proposed Project.

Information regarding the Initial Study/Mitigated Negative Declaration can be obtained by contacting the City's Community Development Department at (951) 922-3125, or by visiting the following link: https://banninga.gov/Archive.aspx?AMID=60&Type=&ADID=

To observe the live meeting through your personal computer, but not participate with video or oral comments, you may use your computer or smart phone to enter the following or click on the link: https://banninglive.viebit.com or on the Banning Government Channel on Cable Television.

All parties interested in speaking either in support of or in opposition to this item are invited to attend the public hearing or by sending their written comments by email to the Administrative City Clerk at cityclerks@banninga.gov or by mail to the City Clerk at City of Banning at PO Box 998, Banning, CA 92220.

If you challenge any decision regarding the above proposal in court, you may be limited to raising only those issues you or someone else raised in written correspondence delivered to the Administrative City Clerk prior to, at, or during the time the City Council makes its recommendation on the proposal; or you or someone else raised at the public hearing or in written correspondence delivered to the hearing body at, or prior to, the hearing (California Government Code, Section 65009).

BY ORDER OF THE COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF BANNING, CALIFORNIA.

/s/ Emery J. Papp
Senior Planner

Dated: August 6, 2024
Publish: August 9, 2024

99 E. Ramsey Street • P.O. Box 998 • Banning, CA 92220-0998 • (951) 922-3100

Mitigation Monitoring and Reporting Program

CEQA requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment (California Public Resources Code§ 21081.6).

An MMRP has been prepared in compliance with State law and the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the Project.

As the Lead Agency, the City is responsible for ensuring full compliance with the mitigation measures adopted for the proposed Project. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required and/or whether alternative mitigation is appropriate.

Subject to approval by the City Council, a Notice of Determination will be filed with the County of Riverside and the State of California.

Environmental Determination

Pursuant to the California Environmental Quality Act (CEQA) (Cal. Pub. Res. Code § 21000 et seq.), the State Guidelines (14 Cal. Code Regs. § 15000 et seq.), City Staff prepared an Initial Study of the potential environmental effects of the Project as described in the Initial Study. Based upon the findings contained in that the Initial Study, City Staff determined that, with the incorporation of mitigation measures, there is no substantial evidence that the Project will have a potentially significant effect on the environment and a Mitigated Negative Declaration (MND) was prepared in full compliance with the requirements of CEQA.

Planning Commission Action

On July 10, 2024, the Planning Commission took the following action:

Adopted Resolution 2024-10, recommending that the City Council adopt a Mitigated Negative Declaration (EA 24-0051) and Mitigation Monitoring and Reporting Program for the Project, subject to the Findings contained in the Resolution.

Recommendation

The Planning Commission has recommended that the City Council take the following action:

Adopt Resolution 2024-140, adopting a Mitigated Negative Declaration (EA 24-0051) and Mitigation Monitoring and Reporting Program for the Project, subject to the Findings contained in the Resolution.

Thank you!

Staff is Available for Questions

Contact Information:

Emery J. Papp, Senior Planner

epapp@banningca.gov

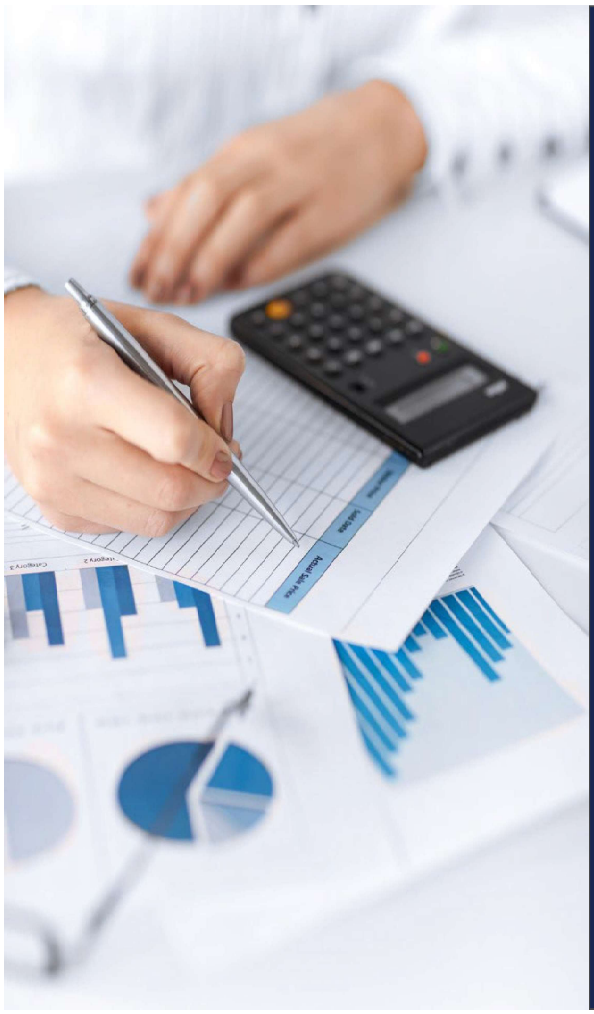
Exhibit C

EideBailly®

CPAs & BUSINESS ADVISORS

CITY OF BANNING

Communication With Those Charged With Governance



PROFESSIONAL SERVICES

- Audits of the following:
  - Annual Comprehensive Financial Report (ACFR)
  - Banning Utility Authority (BUA)
- Report on internal control over financial reporting and on compliance in accordance with *Government Auditing Standards*
- Audit report on compliance over major federal programs, schedule of expenditures of federal awards and internal control in accordance with 2 CFR 200 (Single Audit)
- Perform Agreed Upon Procedures (AUP) on the Appropriations Limit
- Assistance with compiling the financial statements of the City and BUA
- Assistance with the State Controller's Report

OUR RESPONSIBILITY IN ACCORDANCE WITH PROFESSIONAL STANDARDS

- Form and express an opinion about whether the financial statements which are the responsibility of management, with your oversight, are presented fairly, in all material respects, in accordance with U.S. GAAP.
- Express an opinion as to whether the City complied with direct and material compliance requirements described in the OMB Compliance Supplement for major federal programs.
- Our responsibility is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement.
- Consider internal control over financial reporting. Such considerations are solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

SUMMARY OF AUDIT RESULTS

Financial Statements	• Qualified opinion for inventory in the Water Fund, Electric Utility Fund, and Business-Type Activities
	• Unmodified opinion for Governmental Activities, General Fund, Wastewater Fund and Aggregate Remaining Information
	• Emphasis of matter –
	  • Implementation of new accounting pronouncement, GASB 96, *Subscription-based information technology arrangements (SBITAs)*
	  • Correction of Errors

SUMMARY OF AUDIT RESULTS, CONTINUED

Government Auditing Standards

- 3 material weaknesses (2023-01 through 2023-03)
- 2 significant deficiencies (2023-04 and 2023-05)
- No instances of noncompliance reported

Single Audit

- Major Program: 21.027 (Coronavirus State and Local Fiscal Recovery Funds)
- Unmodified opinion on compliance
- 1 material weakness (2023-06)
- 1 significant deficiency and instance of non-compliance (2023-07)

AUDITOR COMMUNICATIONS

Ethics and Independence

- We have complied with all relevant ethical requirements regarding independence.

Significant Accounting Policies

- Summary of significant accounting policies – Note 1
  - Adopted GASB 96, *SBITAs*, effective July 1, 2022

Planned Scope and Timing

- Timing was modified to allow the City sufficient time to close its accounting records.

AUDITOR COMMUNICATIONS

Significant Estimates

- Net Pension Liability and Total OPEB Liability

Sensitive Disclosures

- Net Pension Liability (Note 11)
- OPEB Liability (Note 12)

Corrections of Errors

- City ACFR - Note 18 discloses the prior period adjustments made to the City's opening equity.
- BUA - Note 11 discloses the prior period adjustments made to BUA's opening equity.

AUDITOR COMMUNICATIONS

Misstatements

- Corrected misstatements are reflected in Attachment I of our communications.
- Uncorrected misstatements are reflected in Attachment II of our communications.

Significant Difficulties

- We encountered no significant difficulties in dealing with management.

Disagreements with Management

- No disagreements arose during the course of the audit.

THANK YOU

Roger Alfaro
Partner
ralfaro@eidebailly.com

EideBailly®

CPAs & BUSINESS ADVISORS

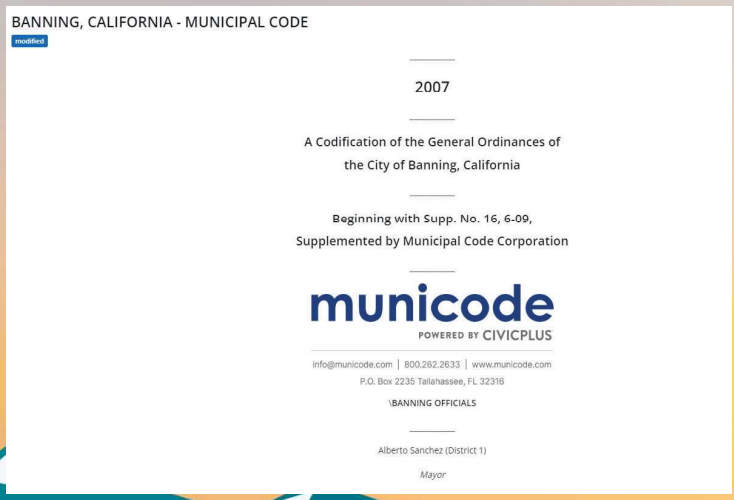
This presentation is presented with the understanding that the information contained does not constitute legal, accounting or other professional advice. It is not intended to be responsive to any individual situation or concerns, as the contents of this presentation are intended for general information purposes only. Viewers are urged not to act upon the information contained in this presentation without first consulting competent legal, accounting or other professional advice regarding implications of a particular factual situation. Questions and additional information can be submitted to your Eide Bailly representative, or to the presenter of this session.

Municipal Code Update Project

Lincoln Bogard, Administrative Services Director

City Council Meeting – August 27, 2024

Municipal Code Update


BANNING, CALIFORNIA - MUNICIPAL CODE

modified

2007

A Codification of the General Ordinances of
the City of Banning, California

Beginning with Supp. No. 16, 6-09,
Supplemented by Municipal Code Corporation

municode
POWERED BY CIVICPLUS

info@municode.com | 800.262.2633 | www.municode.com
P.O. Box 2235 Tallahassee, FL 32316

\BANNING OFFICIALS

Alberto Sanchez (District 1)
Mayor

- Staff identified some discrepancies in Code
- No thorough review has been performed in many years
- Goal to make Code user friendly

EVALUATION TABULATION

RFP No. RFP-23-050

Municipal Code Update Project - City of Banning, CA

RESPONSE DEADLINE: June 19, 2024 at 11:59 pm

Report Generated: Tuesday, August 27, 2024

SELECTED VENDOR

VENDOR RECOMMENDED BY THE EVALUATION PROCESS

Vendor	Location
American Legal Publishing	Cincinnati, OH

EVALUATION CRITERIA

Criteria	Scoring Method	Weight (Points)
Qualifications	Points Based	25 *(25% of Total)*
Pricing	Points Based	20 *(20% of Total)*
Experience (Projects of similar size and scope)	Points Based	20 *(20% of Total)*
Professional References	Points Based	10 *(10% of Total)*
Approach and Methodology	Points Based	20 *(20% of Total)*
Value Added Services	Points Based	5 *(5% of Total)*

AGGREGATE SCORES SUMMARY

Vendor	Lincoln Bogard	Caroline Patton	Laurie Sampson	Total Score (Max Score 100)
American Legal Publishing	98	88	100	**93.67**
CivicPlus, LLC **Excluded**	0	0	0	**0**

VENDOR SCORES BY EVALUATION CRITERIA

Vendor	Qualifications Points Based 25 Points (25%)	Pricing Points Based 20 Points (20%)	Experience (Projects of similar size and scope) Points Based 20 Points (20%)	Professional References Points Based 10 Points (10%)	Approach and Methodology Points Based 20 Points (20%)	Value Added Services Points Based 5 Points (5%)	Total Score (Max Score 100)
American Legal Publishing	23.3	16.7	20	10	18.7	5	**93.67**
CivicPlus, LLC **Excluded**	0	0	0	0	0	0	**0**

Municipal Code Update Vendor

- Many references from large cities in California
- Strong proposal submitted
- Costs within expectations
- Only vendor that attended the Pre-Bid Meeting

Questions

Contact Information
Lincoln Bogard
lbogard@banningca.gov

BANNING CALIFORNIA

CITY COUNCIL
DISCUSSION ITEM NO. 9.1
AUGUST 27, 2024

Discussion of Proposed Amendments to Banning Municipal Code and Zoning Pertaining to Cannabis Businesses, Including the Possibility of Implementing an Urgency Ordinance/Moratorium

BANNING CALIFORNIA

Background

- In July 2018, the Banning City Council passed Ordinance Nos. 1523 and 1524, which created a conditional use permit process for cannabis
- Ballot Measure N, on the November 2018 ballot, established a cannabis cultivation tax
- Ballot Measure O, on the same 2018 ballot, established a cannabis retailer tax
- Ballot Measure L, on the November 2020 ballot and Ordinance 1564 went into effect which established a cannabis distribution facility tax
- 2021, the City Council passed Ordinance No. 1577, which allowed cannabis microbusinesses

Background (cont'd)

- Revenue generated by cannabis business taxes has not met the City's expectations.
- Cannabis retail tax revenue is dependent on the retail sales each cannabis retailer generates, and payments are currently due annually.
- Cannabis cultivation businesses tax ranges from $150,000 to $330,000 per year, per license.
- Since inception, amendments to Cannabis Ordinances have not had the desired effect of increasing revenues.

Cannabis Ordinance Concerns

- Potential for Land Use Conflicts
- Odor Control
- Noise Control
- Inadequate separations from other cannabis businesses and sensitive uses
- Unintended consequences related to public health, safety, welfare and enjoyment of property

Urgency Ordinance/Moratorium

- Section 65858 of the California Government Code permits cities to adopt interim urgency ordinances.
- Purpose is to temporarily prohibit approval of new land uses that might conflict with an amendment to a general plan, specific plan, or zoning ordinance that the city plans to study within a reasonable time period.
- A moratorium on cannabis uses would not eliminate existing businesses, but it would temporarily prohibit new businesses from applying for or receiving approvals from the City while the City studies possible changes to cannabis regulations.

Urgency Ordinance/Moratorium (Cont.)

- A moratorium must be adopted ordinance requiring a four-fifths vote of the City Council
- The ordinance must contain findings that there is a current and immediate threat to the public health, safety, or welfare.
- The ordinance may be adopted either on an urgency basis or after a noticed public hearing.
- An urgency ordinance can be adopted without notice and a hearing, without prior Planning Commission review, and can be made to take effect immediately by the inclusion of urgency findings.

Moratorium Duration / Milestones

- A moratorium has an initial duration of 45 days.
- A moratorium can only be extended following a noticed public hearing.
- Up to two extensions are allowed for a maximum term of two years.
- Each extension is subject to the same requirements for four-fifths approval and legislative findings.
- A written report describing the measures taken to alleviate the condition that led to the adoption of the ordinance at least ten days prior to any extension.
- If the City Council wishes to consider a moratorium, staff will prepare an ordinance for its consideration at a future meeting.

Fiscal Impact

Potential loss of Cannabis Business Tax revenues, staff time, and City Attorney time to prepare Moratorium Ordinance(s)

Recommendation

Staff recommends the City Council take the following action:

Receive information and presentation from staff and public speakers; followed by discussion of the Council Members and direction to staff.

Alternative Actions:

1. Make no amendments to the current BMC
2. Amend the current BMC provisions
3. Prepare an Urgency Ordinance, temporarily placing a hold on new cannabis businesses and prepare a Moratorium Ordinance

Thank you!

Staff is Available for Questions

Contact Information

Emery J. Papp

Senior Planner

epapp@banningca.gov

Exhibit F

BANNING ELECTRIC UTILITY
EMERGENCY RATE INCREASE SCENARIOS

PRESENTATION TO CITY COUNCIL

NHA | ADVISORS
Financial & Policy Strategies.
Delivered.

August 27, 2024

Background & Objective

Electric Utility's most recent utility-wide rate increase occurred in 2013

- Most recent rate adjustment occurred in 2022 when some customer categories' rates increased while others decreased, but there was no net increase in the overall rates

During the last 10 years, the Electric Utility has seen increasing pressure from operating expense inflation, power purchase costs, and capital expenditures

- Pressures have resulted in a negative ~$9 million fund balance and have required the Electric Utility to borrow from other funds to make required debt service payments on outstanding debt

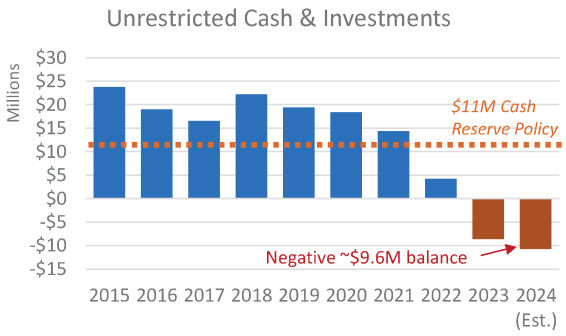
Electric Utility's negative cash balance and declining debt service coverage caused S&P to lower the rating from "A- to "BB" – (i.e., "junk" bonds rating)

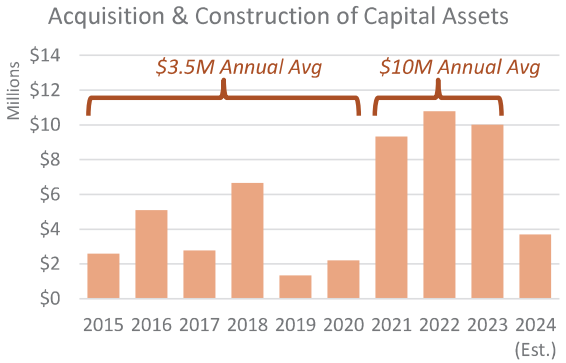
Electric Utility is evaluating a one-time emergency rate remedy the negative Electric Utility cash balance and improve debt service coverage

- Planned 2025 cost of service study will provide additional background and context and a multi-year rate recommendations

Financial Pressures on the Electric Utility

- Historically (2015-2021), the Electric utility has been able to generate sufficient operating revenues to cover operating expenses
- However, the last three years (2022, 2023, and 2024) there were not sufficient operating revenues to cover operating expenses
  - From 2019 to 2023, power purchase costs increased 31%
- At the same time, the Electric utility accelerated its capital improvement program in FYEs 2021, 2022, and 2023
  - Average during that 3-year period was $10 million per year
  - Average during the prior 6-year period was $3.5M per year
- **Net Result:** Electric utility cash balances have decreased *quickly* and *significantly;* the Electric utility is not generating sufficient revenues to cover operations, so cash balance is expected to keep decreasing





Source: City's Audited Financials & OpenGov (2024)

Financial Pressures on Other City Funds

- Cash in other City funds allow the Electric Utility to continue operations
  - Current situation with a negative cash balance is only possible because of inter-fund loans to pay Electric Utility operating costs
- General Fund's capacity to support the Electric Utility is limited and General Fund Balances have been decreasing
  - For FYE 2023 General Fund cash was $4.5M
    - $1.1M pooled cash & investments
    - $3.5M due from other funds
  - Marked decrease from FYE 2018 when General Fund pooled cash was >$13 million
  - General Fund cannot / should not continue to support the Electric Utility
- Unlike the Electric Utility, Banning Utility Authority's Water and Wastewater Funds are subject to California Proposition 218
  - Utility funds cannot send cash to the Electric Utility without exposing the City to risk of legal challenge

Credit Rating Agency Actions and Concerns

- Rating Analysts focus on several things including cash balances and debt service coverage
- Negative outlook means they intend to further downgrade the credit rating if corrective actions are not taken
- While S&P credit rating will not impact the interest rates on the outstanding 2015 Bonds, a "junk" bond credit rating limits future access to capital markets and increases the cost of issuing debt in the future

S&P Credit Rating Actions on 2015 Bonds	
September 2015 (Issuance)	"A-"/Stable
June 2022 (Rating Review)	"A-"/Stable
March 2024 (Rating Review)	"BBB"/Negative
May 2024 (Rating Review)	"BB"/Negative ("Junk" bonds)

Concerns Cited by S&P in May 2024 Report:

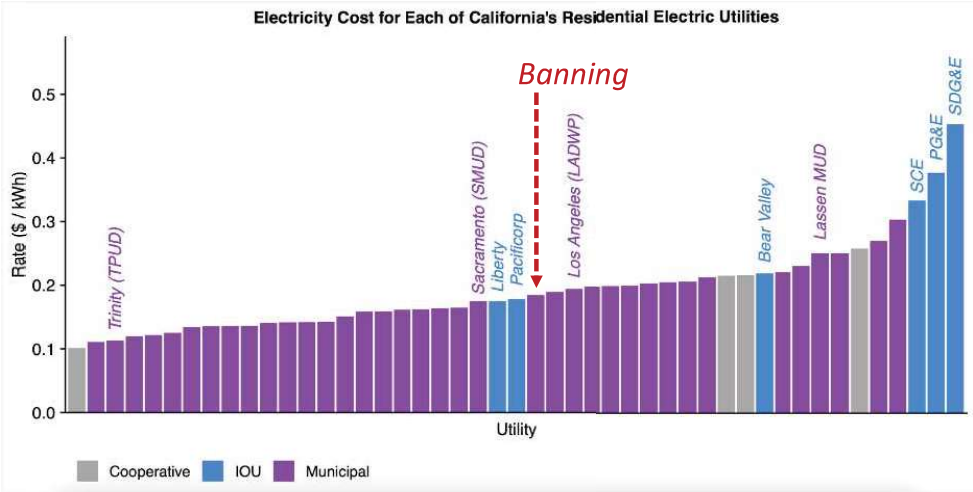
- Failure to implement proper financial controls
- Lack of effective risk management and oversight
- Use of interfund borrowings to meet obligations
- Drastic decreases in liquidity and coverage

Lack of action to raise electric rates could result in further rating reduction

NHA ADVISORS Financial & Policy Strategies. Delivered.

Electric Rates within Context of Other California Utilities

- 2023 Energy Institute at Haas study compared cost per kWh paid by non-CARE resident households in California, assuming 500 kWh/month
  - Average cost statewide was $0.192 per kWh; median was $0.178 per kWh
  - Study calculated Banning's rate at $0.1844 per kWh, to be below average



As of June 2024, the average SCE residential user pays $193/month
(Per SCE: 520 kWh/month usage, typical usage profile, summer service)

BEU residential customers pay ~$111/month for the same amount of energy

Source: Energy Institute at Haas; underlying dataset Link

NHA ADVISORS Financial & Policy Strategies. Delivered.

Debt Service Coverage

- Electric Utility made a covenant with bond investors in 2015 that it would raise electric rates as needed to generate net revenues at least 120% of annual debt service
  - Net Revenues = gross revenues - operating expenses (and does not include depreciation or non-cash expenses)
  - Failure to maintain that 120% minimum debt service coverage (DSC) ratio is considered an event of default by bond investors and will result in further reductions in the rating
- Except for FY 2018, Electric Utility has historically complied with DSC requirements, but **preliminary calculations** for FY 2024 indicate that a DSC covenant default is likely
  - Promise to bond investors is that in the event of a rate covenant default, the Electric Utility will take action to remedy that default
  - Failure to remedy gives the bond trustee and bond owners certain rights, including the right to make the 2015 Bonds due and payable immediately (though in practice that is uncommon for a DSC covenant default)

FYE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024*
Calculated DSC (Reported to Bond Investors)	187%	161%	160%	63%	181%	122%	168%	170%	140%	***<50%***
Minimum Required DSC	120%	120%	120%	120%	120%	120%	120%	120%	120%	***120%***
Complies?	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	*No*

**FYE 2024 calculation is preliminary, final calculation will be provided to bond investors once the 2024 Audit is completed*

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Option 1: No Emergency Rate Increase & Complete a COSS in 2025

- City is in the process of engaging a rate consultant for a full-scale electric utility cost of service study in FYE 2025
  - City is also in process of updating the Electric Master Plan
- Doing nothing now will not "stop the bleeding" and will result in greater stress to other City Funds (including the General Fund)
  - Other City funds would need to continue to subsidize the Electric Utility in FY 2025
- Electric Utility cash balance go further into the negatives (estimated -$9.95M by FYE 2025)
- Bond covenant default is likely, which would likely trigger a further credit rating downgrade

Option 1: Likely Impact on Key Areas of Concern

Area of Concern	Likely Outcomes
Cash Balance	More negative by FY End
Credit Rating	Likely downgrade
Bond Covenants	Covenant Default
Service Levels	Possible reduction depending on other funds' ability to subsidize EU operations

NHA is not a rate consultant; these required rate increases are estimates, subject to a cost of service study

NHA ADVISORS Financial & Policy Strategies. Delivered.

Option 2: Raise Rates to Cover Operations and Essential Expenditures Only

- **13%** FY 2025 rate increase is projected to cover operations, only essential CIP, and pay existing debt service for the next two years
  - Assumes rate increase is effective 10/1/24
  - Key assumption is that expenses are equal to or less than the FY 2025 operating budget
- Electric Utility's cash balance remains negative at FYE 2025
  - Keeps the Electric Utility Fund cash balance from decreasing further
  - But no reimbursement to other funds
  - Credit concern remains in this area
- Coverage projected to comply with 120% minimum covenant in FYEs 2025 and 2026
  - Partial mitigation of credit concern in this area
- While this option "stops the bleeding" it is only a temporary solution until the Electric Utility adopts long-term rate increases

Option 2: Likely Impact on Key Areas of Concern

Area of Concern	Likely Outcomes
Cash Balance	Slight improvement, but still negative
Credit Rating	Neutral in near term
Bond Covenants	Avoid covenant default (DSC Compliance)
Service Levels	Assumes service levels in line with FY 2025 budget

NHA is not a rate consultant; these required rate increases are estimates, subject to a cost of service study

NHA ADVISORS Financial & Policy Strategies. Delivered.

Option 3: Raise Rates & Revenues to Bring Fund Levels Up Over 1-2 Years

- Electric Utility can raise rates to increase revenues and bring cash balances into the positive over the next two years
  - Amount of rate increase will depend on the target balance and the length of time
  - Credit Rating agency gave City a 2-year window to improve cash

	Over 1 Year	Over 2 Years
Annual Rate Increase Needed	64% in FY 2025	22% per year

Assumes first rate increase effective 10/1/2024

- Benefits
  - Electric Utility can repay other City funds
  - Demonstrate action to rating agencies and bond investors
  - City remains compliant with debt service coverage requirements
- Downsides
  - Negative cash balance condition continues to persist until balances recover slowly over next 2 years
  - "Shock" rate increases may lead to higher delinquent accounts

Option 3: Likely Impact on Key Areas of Concern

Area of Concern	Likely Outcomes
Cash Balance	Improvement to positive by Year 2
Credit Rating	Neutral in near term, positive in the long term
Bond Covenants	Avoid covenant default (DSC compliance)
Service Levels	Assumes service levels in line with FY 2025 budget

NHA is not a rate consultant; these required rate increases are estimates, subject to a cost of service study

NHA ADVISORS Financial & Policy Strategies. Delivered.

Option 4: Raise Rates to Support a Bond which Replenishes Cash Balances

- Similar to Option 2, a **13%** FY 2025 rate increase is projected to cover operations, essential CIP, and pay existing debt service for the next two years
  - Assumes rate increase is effective 10/1/24
- Key difference from Option 2: ~$10 million from a bond financing would allow immediate repayment to other City funds and would bring Electric Utility cash balances into the black
  - Trade off would be long-term debt service repayments
  - Repayments would be structured to have no debt service payments to next two years, but long-term electric rate planning will need to account for future debt service
- Bond financing would likely be unrated due to the Electric Utility's current credit rating
- Would also likely would need to be taxable given IRS limitations on using tax exempt debt to reimburse an issuer
  - Taxable debt has higher interest rates than tax exempt debt

Option 4: Likely Impact on Key Areas of Concern

Area of Concern	Likely Outcomes
Cash Balance	**Rapid** improvement to positive cash
Credit Rating	Neutral in near term, positive in the long term
Bond Covenants	Avoid covenant default (DSC compliance)
Service Levels	Assumes service levels in line with FY 2025 budget

NHA is not a rate consultant; these required rate increases are estimates, subject to a cost of service study

NHA ADVISORS Financial & Policy Strategies. Delivered.

Summary and Next Steps

	Option 1	Option 2	Option 3	Option 4
Description	No Action *Fund balance remains negative; likely debt coverage covenant default in FY 2025*	Maintain Services *Fund balance remains negative; avoids debt coverage covenant default in FY 2025*	Maintain Services + Replenish Cash with Rate Revenues *Fund balance remains negative for 12-24 months; avoids debt coverage covenant default in FY 2025*	Maintain Services + Replenish Cash with ~$10M Bond *Fund balance becomes positive in 3-4 months; avoids debt coverage covenant default in FY 2025*
Rate Increases Needed	None	13% in FY 2025	64% in FY 2025 **OR** 22%/year for 2 years	13% in FY 2025 *(higher rate increases in future years vs Option 2)*
Key Next Steps	• Engage Rate Consultant for 2025 Cost of Service Study *Note: NHA does not recommend Option 1*	• City Council considers rate increase at September meeting • Engage Rate Consultant for 2025 Cost of Service Study	• City Council considers rate increase at September meeting • Engage Rate Consultant for 2025 Cost of Service Study	• City Council considers rate increase at September meeting • Engage Rate Consultant for 2025 Cost of Service Study • City's financing team brings request for authorization to issue bonds at a future City Council meeting

NHA is not a rate consultant; these required rate increases are estimates, subject to a cost of service study

NHA ADVISORS Financial & Policy Strategies. Delivered.

DISCUSSION / QUESTIONS?

NHA | ADVISORS
Financial & Policy Strategies. Delivered.

APPENDIX: SUMMARY OF ANALYSIS

NHA | ADVISORS
Financial & Policy Strategies. Delivered.

Summary Results for Option 1 ("Do Nothing")

	Draft	Estimated	Projected				
	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
Assumed Rate Increases			4.7%	0.0%	0.0%	0.0%	0.0%
Assumed Rate Increase Date			10/1/2024	7/1/2025	7/1/2026	7/1/2027	7/1/2028
Total Gross Revenues	34,167,255	35,346,961	37,292,549	37,592,549	35,520,209	35,520,209	35,520,209
Total Operating Expenses	30,760,816	34,333,079	35,235,777	35,740,279	37,474,936	39,314,601	41,246,250
Net Revenues	**3,406,439**	**1,013,882**	**2,056,772**	**1,852,270**	**(1,954,727)**	**(3,794,392)**	**(5,726,041)**
Debt							
2015 Electric Revenue Bonds	2,424,794	2,423,044	2,423,044	2,424,544	2,422,294	2,426,294	2,423,013
Placeholder							
Total Debt Service	2,424,794	2,423,044	2,423,044	2,424,544	2,422,294	2,426,294	2,423,013
Debt Service Coverage (1.20x Requirement)	**1.40**	**0.42**	**0.85**	**0.76**	**(0.81)**	**(1.56)**	**(2.36)**
City's Reported Coverage (EMMA Filings)	*1.25*						
Cash Balance Calculations							
Net Revenues After Debt Service	981,645	(1,409,162)	(366,272)	(572,274)	(4,377,020)	(6,220,686)	(8,149,054)
Capital Expenditures	8,073,472	5,145,653	1,140,072	1,130,000	1,130,000	1,130,000	1,130,000
Other Cash Adjustments	*(2,101,693)*	*5,020,639*	(350,000)	(350,000)	-	-	-
Net Revenues After Capital Expenditures and Transfers Out	(4,990,134)	(11,575,454)	(1,156,344)	(1,352,274)	(5,507,020)	(7,350,686)	(9,279,054)
Beginning Cash Balance	6,966,959	1,976,825	(9,598,629)	(10,754,972)	(12,107,246)	(17,614,266)	(24,964,953)
Net change in Cash & Cash Equivalents	(4,990,134)	(11,575,454)	(1,156,344)	(1,352,274)	(5,507,020)	(7,350,686)	(9,279,054)
Ending Cash Balance	**1,976,825**	**(9,598,629)**	**(10,754,972)**	**(12,107,246)**	**(17,614,266)**	**(24,964,953)**	**(34,244,006)**

NHA does not recommend this option

NHA is not a rate consultant; these required rate increases are estimates, subject to a cost of service study

NHA ADVISORS Financial & Policy Strategies. Delivered.

Summary Results for Option 2 ("Maintain Operations ONLY")

	Draft	Estimated	Projected				
	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
Assumed Rate Increases			13.0%	0.0%	11.0%	6.0%	6.0%
Assumed Rate Increase Date			10/1/2024	7/1/2025	7/1/2026	7/1/2027	7/1/2028
Total Gross Revenues	34,167,255	35,346,961	38,959,905	39,259,905	40,450,974	42,426,820	44,521,217
Total Operating Expenses	30,760,816	34,333,079	35,235,777	35,740,279	37,474,936	39,314,601	41,246,250
Net Revenues	**3,406,439**	**1,013,882**	**3,724,128**	**3,519,626**	**2,976,039**	**3,112,219**	**3,274,967**
Debt							
2015 Electric Revenue Bonds	2,424,794	2,423,044	2,423,044	2,424,544	2,422,294	2,426,294	2,423,013
Placeholder							
Total Debt Service	2,424,794	2,423,044	2,423,044	2,424,544	2,422,294	2,426,294	2,423,013
Debt Service Coverage (1.20x Requirement)	**1.40**	**0.42**	**1.54**	**1.45**	**1.23**	**1.28**	**1.35**
City's Reported Coverage (EMMA Filings)	*1.25*						
Cash Balance Calculations							
Net Revenues After Debt Service	981,645	(1,409,162)	1,301,084	1,095,082	553,745	685,925	851,954
Capital Expenditures	8,073,472	5,145,653	1,140,072	1,130,000	1,130,000	1,130,000	1,130,000
Other Cash Adjustments	*(2,101,693)*	*5,020,639*	(350,000)	(350,000)	-	-	-
Net Revenues After Capital Expenditures and Transfers Out	(4,990,134)	(11,575,454)	511,012	315,082	(576,255)	(444,075)	(278,046)
Beginning Cash Balance	6,966,959	1,976,825	(9,598,629)	(9,087,616)	(8,772,534)	(9,348,789)	(9,792,864)
Net change in Cash & Cash Equivalents	(4,990,134)	(11,575,454)	511,012	315,082	(576,255)	(444,075)	(278,046)
Ending Cash Balance	**1,976,825**	**(9,598,629)**	**(9,087,616)**	**(8,772,534)**	**(9,348,789)**	**(9,792,864)**	**(10,070,910)**

Cash balance never gets positive under this scenario but hovers around current negative levels; this option has serious, negative implications for ability of other City funds to be repaid for amounts they have loaned the Electric Utility

NHA is not a rate consultant; these required rate increases are estimates, subject to a cost of service study

NHA ADVISORS Financial & Policy Strategies. Delivered.

Summary Results for Option 3A ("Recovery from Rates in 2025")

	Draft	Estimated	Projected				
	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
Assumed Rate Increases			*63.7%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Assumed Rate Increase Date			*10/1/2024*	*7/1/2025*	*7/1/2026*	*7/1/2027*	*7/1/2028*
Total Gross Revenues	34,167,255	35,346,961	49,169,526	49,469,526	47,397,186	47,397,186	47,397,186
Total Operating Expenses	30,760,816	34,333,079	35,235,777	35,740,279	37,474,936	39,314,601	41,246,250
Net Revenues	**3,406,439**	**1,013,882**	**13,933,749**	**13,729,247**	**9,922,250**	**8,082,585**	**6,150,936**
Debt							
2015 Electric Revenue Bonds	2,424,794	2,423,044	2,423,044	2,424,544	2,422,294	2,426,294	2,423,013
Placeholder							
Total Debt Service	2,424,794	2,423,044	2,423,044	2,424,544	2,422,294	2,426,294	2,423,013
Debt Service Coverage (1.20x Requirement)	**1.40**	**0.42**	**5.75**	**5.66**	**4.10**	**3.33**	**2.54**
City's Reported Coverage (EMMA Filings)	*1.25*						
Cash Balance Calculations							
Net Revenues After Debt Service	981,645	(1,409,162)	11,510,705	11,304,703	7,499,957	5,656,291	3,727,923
Capital Expenditures	8,073,472	5,145,653	1,140,072	1,130,000	1,130,000	1,130,000	1,130,000
Other Cash Adjustments	*(2,101,693)*	*5,020,639*	(350,000)	(350,000)	-	-	-
Net Revenues After Capital Expenditures and Transfers Out	(4,990,134)	(11,575,454)	10,720,633	10,524,703	6,369,957	4,526,291	2,597,923
Beginning Cash Balance	6,966,959	1,976,825	(9,598,629)	1,122,005	11,646,708	18,016,664	22,542,955
Net change in Cash & Cash Equivalents	(4,990,134)	(11,575,454)	10,720,633	10,524,703	6,369,957	4,526,291	2,597,923
Ending Cash Balance	**1,976,825**	**(9,598,629)**	**1,122,005**	**11,646,708**	**18,016,664**	**22,542,955**	**25,140,878**

NHA is not a rate consultant; these required rate increases are estimates, subject to a cost of service study

Summary Results for Option 3B ("Recovery from Rates in 2026")

	Draft	Estimated	Projected				
	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
Assumed Rate Increases			*21.2%*	*21.2%*	*0.0%*	*0.0%*	*0.0%*
Assumed Rate Increase Date			*10/1/2024*	*7/1/2025*	*7/1/2026*	*7/1/2027*	*7/1/2028*
Total Gross Revenues	34,167,255	35,346,961	40,603,984	47,510,365	45,438,025	45,438,025	45,438,025
Total Operating Expenses	30,760,816	34,333,079	35,235,777	35,740,279	37,474,936	39,314,601	41,246,250
Net Revenues	**3,406,439**	**1,013,882**	**5,368,207**	**11,770,086**	**7,963,090**	**6,123,424**	**4,191,775**
Debt							
2015 Electric Revenue Bonds	2,424,794	2,423,044	2,423,044	2,424,544	2,422,294	2,426,294	2,423,013
Placeholder							
Total Debt Service	2,424,794	2,423,044	2,423,044	2,424,544	2,422,294	2,426,294	2,423,013
Debt Service Coverage (1.20x Requirement)	**1.40**	**0.42**	**2.22**	**4.85**	**3.29**	**2.52**	**1.73**
City's Reported Coverage (EMMA Filings)	*1.25*						
Cash Balance Calculations							
Net Revenues After Debt Service	981,645	(1,409,162)	2,945,163	9,345,542	5,540,796	3,697,130	1,768,762
Capital Expenditures	8,073,472	5,145,653	1,140,072	1,130,000	1,130,000	1,130,000	1,130,000
Other Cash Adjustments	*(2,101,693)*	*5,020,639*	(350,000)	(350,000)	-	-	-
Net Revenues After Capital Expenditures and Transfers Out	(4,990,134)	(11,575,454)	2,155,091	8,565,542	4,410,796	2,567,130	638,762
Beginning Cash Balance	6,966,959	1,976,825	(9,598,629)	(7,443,538)	1,122,005	5,532,800	8,099,930
Net change in Cash & Cash Equivalents	(4,990,134)	(11,575,454)	2,155,091	8,565,542	4,410,796	2,567,130	638,762
Ending Cash Balance	**1,976,825**	**(9,598,629)**	**(7,443,538)**	**1,122,005**	**5,532,800**	**8,099,930**	**8,738,693**

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Summary Results for Option 4 ("Recovery from Bonds in 2025")

	Draft	Estimated	Projected				
	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
Assumed Rate Increases			*13.0%*	*5.0%*	*10.0%*	*5.0%*	*5.0%*
Assumed Rate Increase Date			*10/1/2024*	*7/1/2025*	*7/1/2026*	*7/1/2027*	*7/1/2028*
Total Gross Revenues	34,167,255	35,346,961	38,959,905	40,739,209	41,781,535	43,494,601	45,293,321
Total Operating Expenses	30,760,816	34,333,079	35,235,777	35,740,279	37,474,936	39,314,601	41,246,250
Net Revenues	**3,406,439**	**1,013,882**	**3,724,128**	**4,998,930**	**4,306,599**	**4,180,000**	**4,047,070**
Debt							
2015 Electric Revenue Bonds	2,424,794	2,423,044	2,423,044	2,424,544	2,422,294	2,426,294	2,423,013
2024 Electric Revenue Bonds (Taxable)			0	0	925,750	925,750	925,750
Total Debt Service	2,424,794	2,423,044	2,423,044	2,424,544	3,348,044	3,352,044	3,348,763
Debt Service Coverage (1.20x Requirement)	**1.40**	**0.42**	**1.54**	**2.06**	**1.29**	**1.25**	**1.21**
City's Reported Coverage (EMMA Filings)	*1.25*						
Cash Balance Calculations							
Net Revenues After Debt Service	981,645	(1,409,162)	1,301,084	2,574,386	958,556	827,956	698,308
Capital Expenditures	8,073,472	5,145,653	1,140,072	1,130,000	1,130,000	1,130,000	1,130,000
Other Cash Adjustments	*(2,101,693)*	*5,020,639*	(350,000)	(350,000)	-	-	-
Proceeds from Bonds		-	10,209,621	-	-	-	-
Net Revenues After Capital Expenditures and Transfers Out	(4,990,134)	(11,575,454)	10,720,633	1,794,386	(171,444)	(302,044)	(431,692)
Beginning Cash Balance	6,966,959	1,976,825	(9,598,629)	1,122,005	2,916,391	2,744,946	2,442,902
Net change in Cash & Cash Equivalents	(4,990,134)	(11,575,454)	10,720,633	1,794,386	(171,444)	(302,044)	(431,692)
Ending Cash Balance	**1,976,825**	**(9,598,629)**	**1,122,005**	**2,916,391**	**2,744,946**	**2,442,902**	**2,011,210**

Cash balance recovers quickly under this scenario, tradeoff is the long-term debt repayments on a ~$10M Bond (principal + interest)

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NHA ADVISORS Financial & Policy Strategies. Delivered.

ITRON TIME STUDY

Lincoln Bogard, Administrative Services Director

City Council Meeting – August 27, 2024

Itron Meter Issues



- Batteries – Fatal 5 Errors
- Collector versus Mesh Communications
- Compounded Impact
- Time Study for Meter Replacements
- Results of Time Study

City Cost Categories

- Field Services – Meter Replacement
- Electric – Meter Reprogramming
- Senior Billers – Correcting Current/Prior Billings
- Only Salary Costs Analyzed

WO/Project	Amount
WF0254708	4.91
WF0240168	109.74
WF0271788	30.99
EL2408	11.16
UTILBILL	47.58
Total per Meter	***204.37***
Total Cost (3,070)	***627,428.00***

- Estimated per Meter Salary Cost - $204.37
- 3,070 Meters Replaced
- Total Estimated Salary Paid to Replace and Reprogram - $627,428

Provide Direction

- Itron has expressed some interest in reimbursement negotiations.
- Staff would like direction to negotiate reimbursement of City Salaries paid to reprogram and replace defective meters.

Questions

Contact Information
Lincoln Bogard
lbogard@banningca.gov

CITY OF BANNING
STAFF REPORT

TO: **CITY COUNCIL**

FROM: **Douglas Schulze, City Manager**

PREPARED BY: **Cheryl Stafford, Finance Manager**
Lincoln Bogard, Administrative Services Director

MEETING DATE: **September 10, 2024**

SUBJECT: **Receive and File Accounts Payable and Payroll Warrants Issued in the Month of July 2024**

RECOMMENDATION:

Receive and file the warrants for period ending July 31, 2024, per California Government Code Section 37208.

BACKGROUND:

Staff compiles a monthly report to include accounts payable and payroll warrants issued.

JUSTIFICATION:

Description	Payment #	Amount	Total Amount
Checks:			
Checks Issued During Month	191941-192224	$5,438,451.91	
Voided/Reissue Check		$ 251.11	
Check Total			**$5,438,200.80**
Wires Total	1146		**$1,472,841.79**
ACH Payments:	9007932-9007971		
Payroll Direct Deposit	07/12/2024	$ 641,126.03	
Payroll Direct Deposit	07/19/2024	$ 128,781.93	
Payroll Direct Deposit	07/26/2024	$ 630,565.43	
Other Payments		$5,853,759.62	
ACH Total			**$7,254,233.01**
Payroll Checks:	13566-13610		
Payroll-Regular	07/12/2024	$ 11,457.10	
Payroll-Manual	07/18/2024	$ 5,329.19	
Payroll-Regular	07/26/2024	$ 11,017.97	
Payroll Check Total			**$ 27,804.26**

Total Warrants Issued for July 2024			**$14,193,079.86**

FISCAL IMPACT:

No fiscal impact.

ALTERNATIVES:

Receive and file the warrants for period ending July 31, 2024.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Attachment 1 - Fund List_Updated 10.11.23.pdf
2. Attachment 2-Warrant Report July 2024.pdf
3. Attachment 3-Warrant Report Detail July 2024.pdf
4. Attachment 4-Void Check Log, Payroll Log and Payroll Registers.pdf

Budget Processes, Policies & Fund Structure

The following depicts the City's budgeted funds and how they fit in the organization for budget and accounting purposes. Note that departments in the General Fund may also have budget responsibility for other funds.

Appropriated Funds

Black = Major - Blue = Non-Major - Red = Retired Funds FY 20-21

Governmental Funds			Proprietary Funds			Fiduciary Funds	
General Fund	Special Revenue Funds	Capital Improvement Funds	Enterprise Funds	Enterprise Funds-BUA	Internal Service Funds	Sucessor Agency Funds	Agency Funds
General Fund (001) Departments	(002) Developer Deposit	(400) Police Facilities Development	(670) Electric Fund	(660) Water	(702) Fleet Maintenance	(805) Redevelopment Obligation-Retirement	(221) ATWEL #2020-02 CFD
- (1000) City Council	(005) Successor Agency Admin	(410) Fire Facilities Development	- (7000) Electric	(661) Water Capital Facilities	(700) Risk Management	(810) Sucessor Housing Agency	(360) Sun Lakes CFD #86-1
- (1200) City Manager	(100) Gas Tax Street	(420) Traffic Control Facility	- (7010) Generation & Trans.	(662) Irrigation Water Fund	- (5020) Workers Compensation	(830) Debt Service Successor Agncy	(365) Wilson Street #91-1 AD
- (1210) Economic Development	(101) Measure A Street	(421) Ramsey/Highland Signal	(672) Rate Stability/Debt Service Reserve	(663) BUA Water Capital Project	- (5030) Unemployment Insur.	(840) Bond Exp. Agreement -	(370) Area Police Computer
- (1220) Public Information	(102) RMRA (SB1) Gas Tax	(430) General Facilities	(673) Electric Improvement	(669) BUA Water Debt Service	- (5040) Liability Insurance	(BEA) Project	(375 Fair Oaks #2004-01-AD
- (1300) Human Resources	(103) SB 300 Street	(444) Wilson Median Fund	(674) Electric Revenue Bond Project		- (5300) City Attorney	(841) Bond Exp. Agreement -	(376) Cameo Homes
- (1400) City Clerk	(104) Article 3 Sidewalk	(451) Park Development Fund	(675) Public Benefit	(680) Wastewater	(703) Information Systems Services	(BEA) Low/Mod	
- (1500) Elections	(110) CDBG	(470) Capital Improvement	(678) Electric Revenue Bond Debt Service	(681) Wastewater Capital Facility	(704) Building Maintenance		
- (1800) City Attorney	(111) Landscape Maintenance	(475) Fair Oaks #2004-01-AD		(682) Wastewater Tertiary	(705) Support Services		
- (1900) Fiscal Services	(132) Air Quality Improvement		(600) Airport Fund	(683) BUA Wastewater Capital Project	(761) Utility Billing Admin.		
- (1910) Purchasing & AP	(140) Asset Forfeiture/Police		(610) Transit Fund	(685) State Revolving Loan	- (3100) Account & Collections		
- (2060) TV Government Access	(148) Supplemental Law-Enforcement		- (5800) Fixed Route	(689) BUA Wastewater Debt Service	- (3110) Meter Reading		
- (2200) Police	(150) State Park Bond		- (5850) Dial A Ride				
- (2210) Dispatch	(190) Housing Authority		(690) Refuse Fund				
- (2300) Animal Control	(200) Special Donation						
- (2400) Fire	(201) Sr. Center Activities						
- (2700) Building Safety	(202) Animal Control Reserve						
- (2740) Code Enforcement	(203) Police Volunteer						
- (2800) Planning	(222) Federal Funds						
- (3000) Engineering	(300) City Administration-COP Debt Service						
- (3200) Building Maintenance							
- (3600) Parks							
- (4000) Recreation							
- (4010) Aquatics							
- (4020) Day care							
- (4050) Senior Center							
- (4060) Sr. Advisory Board							
- (4500) Central Services							
- (4800) Debt Service							
- (5400) Community Enhancement							

City of Banning
Warrant List July 2024

Warrant Number	Vendor Name	Warrant Amount
1146	RIVERSIDE PUBLIC UTILITIES	1,472,841.79
191941	AED ENERGY SERVICES LLC	8,172.50
191942	AMAZON BUSINESS	47.95
191943	AMERICAN FIDELITY ASSURANCE	25,491.14
191944	ANDAYA, NELIA M	12.77
191945	ARCE, PAUL	168.00
191946	AT&T CALNET 2	960.72
191947	ATWORK PERSONNEL SERVICES	570.26
191948	BABCOCK LABORATORIES, INC	1,581.21
191949	BANNING POLICE OFFICERS ASSOC.	2,760.30
191950	BEAUMONT DO IT BEST HOME CENTER	70.15
191951	BEAUMONT SAFE & LOCK	109.00
191952	BENAVIDES, SUSIE	183.32
191953	BENHAR, DIANA T	742.00
191954	BIBBO, ROBERT & MARCIA	253.21
191955	BOUSLOG, STACY	300.00
191956	CALIFORNIA DEPT OF TAX AND FEE ADMN	9,604.00
191957	CALIFORNIA LAW ENFORCE ASSN	1,056.00
191958	CALIFORNIA-NEVADA J.A.T.C.	32,000.00
191959	CAMPA, ERIC	66.00
191960	CASC ENGINEERING AND CONSULTING INC	4,628.75
191961	CASTANEDA, SANDRA	250.00
191962	CHANDLER ASSET MANAGEMENT INC	2,036.94
191963	CINTAS CORPORATION	514.18
191964	CITY OF BANNING (BNG)	766.66
191965	CORE & MAIN, LP	11,564.76
191966	CORE-ROSION PRODUCTS	23,968.98
191967	COUTS HEATING & COOLING, INC	480.00
191968	DELTA DENTAL INSURANCE COMPANY	955.92
191969	DELTA DENTAL OF CALIFORNIA	7,614.07
191970	DOBBINS, DEANN LOUISE	117.60
191971	DUDEK	108,681.96
191972	EIDE BAILLY LLP	8,066.75
191973	FAST LUBE & TUNE	343.90
191974	FRONTIER COMMUNICATIONS	2,242.20
191975	G & G ENVIRONMENTAL COMPLIANCE, INC	100.00
191976	GAS COMPANY, THE	28.72
191977	GREEN DREAM INTERNATIONAL LLC	694.89
191978	HAAKER EQUIPMENT COMPANY	2,109.25
191979	HARGROVE, JOHN	75.25
191980	HAZEN AND SAWYER	442.50
191981	HERNANDEZ, CARLA	875.00
191982	HUERTA JR., GILBERT	420.00
191983	HUERTA LOPEZ, TUNNIA A	280.00
191984	I.B.E.W. LOCAL 47	10,837.30
191985	I.B.E.W. LOCAL 47 (PAC)	40.00
191986	IBEW LOCAL 47 RETIREE MEDICAL TRUST	3,042.63
191987	IN GEAR TECHNOLOGY	4,171.76
191988	KEN GRODY FORD REDLANDS	1,939.35
191989	KIMLEY-HORN AND ASSOCIATES, INC	35,535.00
191990	KOLLER, MARIE	12.60
191991	LIEBERT CASSIDY WHITMORE	20,484.50
191992	LIVINGSTON, TODD	250.00

City of Banning
Warrant List July 2024

Warrant Number	Vendor Name	Warrant Amount
191993	MANCIA, CLAUDIA	40.87
191994	MIKE ROQUET CONSTRUCTION, INC.	3,287.75
191995	MILSOFT UTILITY SOLUTIONS, INC	1,929.00
191996	OPENDOOR LABS INC	131.73
191997	PACKHAM & TOOMEY, INC	270.00
191998	PARKHOUSE TIRE, INC.	2,684.03
191999	PARS	2,465.43
192000	PARTS AUTHORITY	1,935.39
192001	PETTY CASH CUSTODIAN-COMM SVCS	14.07
192002	PUBLIC ENTITY RISK MANAGEMENT	3,521,853.00
192003	PULVER, JODEANE V	175.00
192004	QU, YANNING	108.31
192005	QUADIENT POSTAGE FUNDING	5,000.00
192006	REPPENHAGEN, JANE MARIE	2,400.00
192007	RICHARDS WATSON GERSHON	88,455.88
192008	RILEY, ANTHONY	86.64
192009	RIVERSIDE COUNTY SHERIFF-PSEC	4,865.29
192010	RIVERSIDE UNIVERSITY HEALTH SYSTEM	1,200.00
192011	SAN BERNARDINO PUBLIC EMPLOYEES	2,824.86
192012	SAN GORGONIO PASS WATER AGENCY	399,000.00
192013	SCA OF CA, LLC	10,080.00
192014	SO CAL JOINT POLE COMMITTEE	1,090.30
192015	SONSRAY FLEET SERVICES	1,625.23
192016	SOUTH COAST AIR QUALITY	161.81
192017	SOUTHERN CALIF ASSN OF GOVERNMENTS	4,600.00
192018	STAFFORD, CHERYL	30.45
192019	STATE WATER RESOURCES CONTROL	105.00
192020	STOCKMAN, JULIA	490.00
192021	TASC	5,730.66
192022	TEXAS LIFE INSURANCE COMPANY	6,324.36
192023	TIME WARNER CABLE	987.85
192024	CHARTER COMMUNICATIONS	105.65
192025	TRENCH SHORING COMPANY	305.42
192026	UNITED WATER WORKS, INC	7,092.61
192027	VULCAN MATERIALS	2,589.45
192028	WALKER, LORRAINE	163.32
192029	WESTERN WATER WORKS SUPPLY CO	7,583.34
192030	WITTMAN ENTERPRISES, LLC	3,301.50
192031	XYLEM WATER SOLUTIONS USA, INC	23,782.67
192032	YARYAN, MARY	355.25
192033	YUNEX, LLC	14,429.40
192034	ZENNER PERFORMANCE METERS, INC	2,349.43
192035	A.Y. NURSERY INC	12,121.88
192036	ABBOTT, CELIA	195.00
192037	ADVANCED WORKPLACE STRATEGIES INC	234.35
192038	ALLIANT INSURANCE SERVICES, INC	10,371.00
192039	ALTA LANGUAGE SERVICES INC	66.00
192040	ALTAIR ENGINEERING INC	23,165.00
192041	AMAZON BUSINESS	2,994.50
192042	AMERICAN FORENSIC NURSES	1,021.02
192043	ARIAS DE RAMIREZ, LEONILA	195.00
192044	ATBACKGROUNDS	259.11
192045	AURIGA CORPORATION	1,750.00

City of Banning
Warrant List July 2024

Warrant Number	Vendor Name	Warrant Amount
192046	BABCOCK LABORATORIES, INC	1,076.00
192047	BARBARA SINATRA CHILDREN'S CENTER	306.00
192048	BATDORF, JACQUELINE	195.00
192049	BEAUMONT CHERRY VALLEY WATER	1,959.54
192050	BEAUMONT DO IT BEST HOME CENTER	1,339.01
192051	BECERRA, ELADIO	195.00
192052	BIO-TOX LABORATORIES	478.00
192053	BLAIS & ASSOCIATES, LLC	7,985.00
192054	BLEIER, TODD	300.00
192055	BLOOMHUFF, NINA	255.00
192056	BOOTH, CATHY	195.00
192057	BOSTON, LINDA	195.00
192058	CANALES, SILVERIO	195.00
192059	CEDILLO, CHANTAL	2,400.00
192060	CELL BUSINESS EQUIPMENT (CBE)	1,751.53
192061	CINTAS CORPORATION	3,097.02
192062	CLAYTON, NETA	65.00
192063	COLLINS, ELIZABETH	195.00
192064	CONCENTRA MEDICAL CENTERS	458.00
192065	CORE & MAIN, LP	327.28
192066	CORNERSTONE DEVELOPMENT CO.	63,610.00
192067	COUNSELING TEAM INTERNATIONAL, THE	910.00
192068	CRABTREE, JEFFREY	195.00
192069	CRAIN, MARK	195.00
192070	CTC TECHNOLOGY AND ENERGY	76,803.25
192071	DE LA HOYA, JUAN	32.50
192072	DLT SOLUTIONS, LLC	18,256.03
192073	ECCLESTONE, CHERYL	195.00
192074	ELECTRIC POWER SYSTEMS INT, INC.	45,143.00
192075	ELLIOTT, PATRICIA	195.00
192076	ENTERPRISE RENT-A-CAR	190.70
192077	ESTERSON, LORI	195.00
192078	ETHIER, GREG	195.00
192079	FALTO, CONSTANCE	195.00
192080	FAST LUBE & TUNE	190.56
192081	FLETCHER, CORAL	195.00
192082	FLETCHER, TERRI	195.00
192083	FLORES, IRMA	65.00
192084	FLYNN, SHERI	60.00
192085	GAS COMPANY, THE	24.96
192086	GREYBAR PRINTING	193.14
192087	GUZMAN, SUSANA	195.00
192088	HALLOCK, DENNIS	195.00
192089	HARDY & HARPER, INC	28,920.00
192090	HARRIS, ANNE	65.00
192091	HEISS, SUZANNA	195.00
192092	HEMET VALLEY TOOL, INC	117.78
192093	HERRERA, SANDRA	195.00
192094	HOME DEPOT #8987	13.77
192095	HOPKINS, VICKI	195.00
192096	INDEPENDENT REVIEW INVESTIGATIONS	3,450.00
192097	INNOVATIVE FEDERAL STRATEGIES	4,500.00
192098	JNE POLYGRAPH LLC	425.00

City of Banning
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Warrant Number	Vendor Name	Warrant Amount
192099	JOE A GONSALVES & SON	3,850.00
192100	JORGE NEGRETE	214.50
192101	KAKISH, BISHARA	195.00
192102	KEMIRA WATER SOLUTIONS INC	4,736.02
192103	KOLLER, MARIE	195.00
192104	LAND ENGINEERING CONSULTANTS, INC	6,000.00
192105	LEXISNEXIS RISK SOLUTIONS	112.55
192106	LOFTIS, MILDRED	195.00
192107	MACIEL, JOSE	195.00
192108	MARIPOSA LANDSCAPES, INC	9,500.36
192109	MASTEN, STAR	195.00
192110	MC ARRON, SUSAN	195.00
192111	MCFARLAND, DARLENE	195.00
192112	MERAS, DAVID	195.00
192113	MERLIN JOHNSON CONSTRUCTION, INC	3,024.00
192114	MEZA, TOMMY & GLORIA	195.00
192115	MICHAEL BAKER INTERNATIONAL, INC	29,190.00
192116	MIDDLETON, SHARON	195.00
192117	MILLER, NINA	195.00
192118	MIXON, FRANKLEN	17.25
192119	MNS ENGINEERS INC	1,240.00
192120	MOLINA, JUANA	195.00
192121	MY COI LLC	800.00
192122	MYERING, NEAL	195.00
192123	NHA ADVISORS, LLC	2,243.75
192124	N2W ENGINEERING, INC	55,084.00
192125	OERTEL, ERICH	17.25
192126	PACKHAM & TOOMEY, INC	125.00
192127	PATTON, CAROLINE	75.04
192128	PAYPRO ADMINISTRATORS	115.00
192129	PETRUCCI, TERESA	195.00
192130	PETTY CASH CUSTODIAN-SR CENTER	27.71
192131	POULTER, HANNAH	17.25
192132	POWER MONITORS, INC	995.00
192133	PRE-PAID LEGAL SERVICES, INC	313.91
192134	PRESCOTT, KEVIN	17.25
192135	PRUITT, CARMEN	195.00
192136	RECORD GAZETTE, THE	792.77
192137	RICK ENGINEERING COMPANY	33,287.90
192138	RINALDI, LORETTA	195.00
192139	RINCON CONSULTANTS, INC.	3,505.25
192140	RIOS, MARIA FRANCISCO	97.50
192141	RISCHARD, ROBERT	195.00
192142	RIVERA, KATHLEEN	195.00
192143	ROBERT HALF INTERNATIONAL	1,391.04
192144	ROCHA, MARGARET	195.00
192145	RODRIGUEZ, SANDRA	65.00
192146	SIQUEIROS, JUANA	195.00
192147	SKILLS, INC	4,800.00
192148	STATE OF CALIFORNIA DOJ	70.00
192149	STOCKTON CONSULTING	1,237.50
192150	STONE, IDA	195.00
192151	TAPIA, SALOMON	195.00

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Warrant Number	Vendor Name	Warrant Amount
192152	CHARTER COMMUNICATIONS	269.20
192153	TURBO DATA SYSTEMS INC	155.56
192154	VALDEZ JR, MARY ALICE & ANTONIO	195.00
192155	VALENCIA, MARIBEL	195.00
192156	VELA, ARTURO M	195.00
192157	VISION SECURITY SYSTEMS	1,970.00
192158	WESTERN WATER WORKS SUPPLY CO	2,198.10
192159	WILBUR'S POWER EQUIPMENT	978.32
192160	WILLIAMS SCOTSMAN, INC	1,611.94
192161	YOUNG, CHRISTY	195.00
192162	YUNEX, LLC	1,514.03
192163	ZOELLER, SUSAN	195.00
192164	908 DEVICES INC	76,299.23
192165	AIM PROPERTY MANAGEMENT	188.97
192166	ALL STAR ELITE SPORTS	1,239.80
192167	AMAZON BUSINESS	945.35
192168	BEAUMONT DO IT BEST HOME CENTER	22.57
192169	BUDD-FALEN LAW OFFICES, LLC.	1,470.00
192170	CAMPA, ERIC	851.00
192171	CANO, ALONDRA	97.50
192172	CARRILLO, ROSEMARY & JOSE	111.25
192173	CASC ENGINEERING AND CONSULTING INC	12,168.50
192174	CINTAS CORPORATION	172.80
192175	CITY OF BANNING UTILITIES OPV	190.11
192176	CURRY, ANITA	317.00
192177	CYBERTIME NETWORK COMMUNICATIONS	500.00
192178	DE LA CRUZ, MARGARET	121.92
192179	DELL MARKETING LP	4,981.70
192180	DEPT. OF INDUSTRIAL RELATIONS	682.50
192181	DEUSENBERRY, DANIEL	15.75
192182	ELECTROMARK COMPANY	1,337.59
192183	FRANK BRANDT	400.00
192184	FRONTIER COMMUNICATIONS	324.21
192185	GAETE, LUZMA	45.77
192186	GAS COMPANY, THE	1,460.75
192187	GRAINGER	363.54
192188	H & L CHARTER CO, INC	4,201.50
192189	IBEW LOCAL 47 RETIREE MEDICAL TRUST	3,051.40
192190	INDEPENDENT REVIEW INVESTIGATIONS	2,250.00
192191	INTERNATIONAL PAVING SVCS	243.39
192192	IPARAGUIRRE, JENNIE	48.47
192193	IRON MOUNTAIN INFORMATION MGMT, LLC	142.27
192194	LARA, TORIBIO	195.00
192195	MARIPOSA LANDSCAPES, INC	10,291.52
192196	MARTINEZ, JAMES	166.68
192197	MEDRANO, DORA A & YASMIN A	8.00
192198	MORENO, ANGELA	195.00
192199	MORGAN, MICHEL	70.01
192200	PARS	2,444.94
192201	PITTMAN, DAVID	195.00
192202	PLAYHOUSE BOWL ASSOCIATION, INC.	12,500.00
192203	POULTER, HANNAH	1,782.00
192204	PYRO SPECTACULARS, INC	16,000.00

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Warrant Number	Vendor Name	Warrant Amount
192205	RAM DEVELOPMENT LLC	93.74
192206	RIV. CO. REGIONAL PARK & OPEN SPACE	196.00
192207	ROBERT HALF INTERNATIONAL	1,477.98
192208	MORENO, MELBA	195.00
192209	ROY BROWN	342.57
192210	SITEONE LANDSCAPE SUPPLY	746.95
192211	SMART & FINAL	682.82
192212	STAGECOACH DAYS ASSOCIATION	30,500.00
192213	STAPLES BUSINESS ADVANTAGE	500.80
192214	STATE OF CALIFORNIA DOJ	392.00
192215	STOCKMAN, JULIA	455.00
192216	TELEPACIFIC COMMUNICATIONS	1,560.86
192217	TERMINIX COMMERCIAL	772.00
192218	THOMPSON COBURN, LLP	4,028.47
192219	CHARTER COMMUNICATIONS	40.11
192220	U.S. BANK	3,757.50
192221	VERIZON WIRELESS SERVICES, LLC	13,729.09
192222	VILLEGAS, JOSE	315.00
192223	WELDOR'S SUPPLY AND STEEL	4,500.00
192224	WILLDAN ENGINEERING	248,376.25
9007932	CA. ST. EMPLOYMENT DEV. DEPT.	61,651.00
9007933	INTERNAL REVENUE SERVICE	308,681.75
9007934	TASC	1,111.46
9007935	WELLS FARGO BANK	300.00
9007936	INTERNAL REVENUE SERVICE	25,369.67
9007937	CORPORATION SERVICE COMPANY	14.00
9007938	CA. ST. EMPLOYMENT DEV. DEPT.	4,943.91
9007939	CORPORATION SERVICE COMPANY	21.00
9007940	EMPOWER ANNUITY INSURANCE COMPANY	191.55
9007941	EMPOWER ANNUITY INSURANCE COMPANY	51,905.07
9007942	WELLS FARGO CARD SERVICES INC	44,215.31
9007943	CORPORATION SERVICE COMPANY	283.00
9007944	AMERICAN FIDELITY ASSURANCE	7,554.16
9007945	CA. ST. PUBLIC EMPLOYEES	183,851.76
9007946	CA. ST. PUBLIC EMPLOYEES	6,683.09
9007947	CA. ST. PUBLIC EMPLOYEES	169,894.18
9007948	WELLS FARGO BANK	641,126.03
9007949	CA. ST. EMPLOYMENT DEV. DEPT.	45,431.13
9007950	INTERNAL REVENUE SERVICE	238,749.83
9007951	TASC	1,111.46
9007952	WELLS FARGO BANK	300.00
9007953	WINDSTREAM SERVICES, LLC	986.86
9007954	WINDSTREAM SERVICES, LLC	5,736.98
9007955	WINDSTREAM SERVICES, LLC	965.31
9007956	WELLS FARGO BANK	128,781.93
9007957	INTERNAL REVENUE SERVICE	957.56
9007958	CA. ST. EMPLOYMENT DEV. DEPT.	6,992.28
9007959	EMPOWER ANNUITY INSURANCE COMPANY	45,277.96
9007960	INTERNAL REVENUE SERVICE	35,612.03
9007961	CA. ST. PUBLIC EMPLOYEES	167,832.85
9007962	CA. ST. BOARD OF EQUAL. - FUEL	487.00
9007963	CA. ST. PUBLIC EMPLOYEES	2,550,194.00
9007964	CA. ST. PUBLIC EMPLOYEES	1,582,317.00

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Warrant Number	Vendor Name	Warrant Amount
9007965	CA. ST. PUBLIC EMPLOYEES	8,406.00
9007966	CA. ST. PUBLIC EMPLOYEES	5,113.00
9007967	WELLS FARGO BANK	630,565.43
9007968	CA. ST. EMPLOYMENT DEV. DEPT.	45,358.15
9007969	INTERNAL REVENUE SERVICE	243,847.85
9007970	TASC	1,111.46
9007971	WELLS FARGO BANK	300.00
Grand Total		14,165,526.71

Less Voided / Reissued Checks from Prior Period	-
Less Voided Checks Prior Period	(251.11)
Add Payroll Checks	27,804.26
Total Remittance for Month	14,193,079.86

City of Banning
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Warrant Number	Warrant Date	Vendor Name	Invoice Number	P.O. Number	Account Number	Payment Description	Warrant Amount
1146	7/22/2024	RIVERSIDE PUBLIC UTILITIES	291		670-7000-331.20-01	INTEREST REVENUE REVENUE REC'D IN JUN 2024	(4,526.80)
					670-7000-356.38-10	ENERGY REVENUE REVENUE REC'D IN JUN 2024	(737.18)
					670-7000-356.38-17	CRR REVENUE REVENUE REC'D IN JUN 2024	(1,317.77)
					670-7000-356.38-20	TRANS REVENUE REVENUE REC'D IN JUN 2024	(64,214.89)
					670-7010-473.27-09	S&D EXPENSE PAID DURING JUN 2024	51,224.00
					670-7010-473.27-50	CAPACITY EXPENSE PAID DURING JUN 2024	971,779.48
					670-7010-473.27-60	ENERGY EXPENSE PAID DURING JUN 2024	150,720.05
					670-7010-473.27-70	TRANS EXPENSE PAID DURING JUN 2024	369,914.90
191941	7/12/2024	AED ENERGY SERVICES LLC	44000523	032755	702-3800-480.33-11	SUPPORT FOR CNG STATION	8,172.50
191942	7/12/2024	AMAZON BUSINESS	1GHQ-MQJV-DQHD	032293	660-6300-471.41-46	FUEL TANK LOCK	47.95
191943	7/12/2024	AMERICAN FIDELITY ASSURANCE	JUNE 2024		001-0000-204.30-00	WHOLE/TERM LIFE JUNE 2024	7,791.08
					001-0000-204.80-02	CANCER POLICY JUNE 2024	3,943.74
					001-0000-204.80-09	ACCIDENT POLICY JUNE 2024	3,812.70
					001-0000-204.80-11	DISABILITY-SUPP STD JUNE 2024	6,791.32
					001-0000-204.80-12	CRITICAL ILLNESS JUNE 2024	1,976.16
					001-0000-204.80-16	GRP HOSP INDEMITY JUNE 2024	1,176.14
191944	7/12/2024	ANDAYA, NELIA M	000110287		001-0000-218.22-22	UB CR REFUND-FINALS 000000792	12.77
191945	7/12/2024	ARCE, PAUL	JUNE 2024		001-4000-461.23-15	GUITAT INSTRUCTION JUNE 2024	168.00
191946	7/12/2024	AT&T CALNET 2	000021890569		001-2200-421.26-05	MONTHLY SVC 5/22/24-6/21/24	192.96
			000021936587		001-2200-421.26-05	MONTHLY SERVICE 6/1/24-6/30/24	452.44
			000021937434		001-2200-421.26-05	MONTHLY SERVICE 6/1/24-6/30/24	103.18
			000021937690		001-2200-421.26-05	MONTHLY SERVICE 6/1/24-6/30/24	212.14
191947	7/12/2024	ATWORK PERSONNEL SERVICES	280748		001-2200-421.23-07	TEMP EMPLOYEE M BOND-PD	285.13
			281333		001-2200-421.23-07	TEMP EMPLOYEE M BOND-PD	285.13
191948	7/12/2024	BABCOCK LABORATORIES, INC	CF40601-0030	032373	660-6300-471.23-32	GENERAL PHYSICAL ANALYSIS	84.00
			CF40608-0030	032373	680-8000-454.23-32	TDS ANALYSIS	36.00
			CF40630-0030	032373	680-8000-454.23-32	WASTEWATER TESTING	1,461.21
191949	7/12/2024	BANNING POLICE OFFICERS ASSOC.	JUNE 2024		001-0000-204.50-00	POLICE OFFICER ASSOC DUES JUNE 2024	2,760.30
191950	7/12/2024	BEAUMONT DO IT BEST HOME CENTER	544126	032304	704-3200-412.30-02	WINDOW TOOL	23.25
			544370	032304	704-3200-412.30-02	SPONGES	9.24
			544494	032304	704-3200-412.30-02	FILTERS	37.66
191951	7/12/2024	BEAUMONT SAFE & LOCK	77115	032370	704-3200-412.30-02	LATCH REPAIR	109.00
191952	7/12/2024	BENAVIDES, SUSIE	TRAVEL 6/27-28		001-1300-412.23-05	EMPLOYMENT LAW CONF MEALS 6/27-28	183.32
191953	7/12/2024	BENHAR, DIANA T	JUNE 2024		001-4000-461.23-15	ZUMBA INSTRUCTION JUNE 2024	280.00
					001-4010-461.23-15	AQUA ZUMBA INSTRUCTION JUNE 2024	462.00
191954	7/12/2024	BIBBO, ROBERT & MARCIA	000024177		001-0000-218.22-22	UB CR REFUND 000023392	253.21
191955	7/12/2024	BOUSLOG, STACY	EYEWEAR FY24		761-3100-480.25-10	EMPLOYEE EYEWEAR TEAMSTERS-BOUSLOG	300.00
191956	7/12/2024	CALIFORNIA DEPT OF TAX AND FEE ADMN	APR-JUN 2024		670-7010-473.27-08	QUARTERLY ENERGY TAXES APRIL - JUNE 2024	9,604.00
191957	7/12/2024	CALIFORNIA LAW ENFORCE ASSN	JULY 2024		001-0000-204.80-13	POLICE LTD PREMIUMS JULY 2024	1,056.00
191958	7/12/2024	CALIFORNIA-NEVADA J.A.T.C.	2307		670-7000-473.23-06	2ND YR APPRENTICE LINEMAN B MITCHELL	8,000.00
						2ND YR APPRENTICE LINEMAN J PALENCIA	8,000.00
						2ND YR APPRENTICE LINEMAN R BASTIN	8,000.00
						2ND YR APPRENTICE LINEMAN Z LOPEZ	8,000.00
191959	7/12/2024	CAMPA, ERIC	PARKING 6/2-4		001-2200-421.23-06	ARIDE/CHP PARKING 6/2-4 CAMPA	66.00
191960	7/12/2024	CASC ENGINEERING AND CONSULTING INC	0051376	032079	100-4900-431.90-10	DESIGN OF SAN G & RLROAD	4,628.75
191961	7/12/2024	CASTANEDA, SANDRA	EYEWEAR FY24		001-2800-441.25-10	EMPLOYEE EYEWEAR IBEW GEN-CASTENEDA	250.00
191962	7/12/2024	CHANDLER ASSET MANAGEMENT INC	2406BANNING	032081	001-4500-412.33-11	ASSET AND INVESTMENT MGMT JUNE 2024	2,036.94
191963	7/12/2024	CINTAS CORPORATION	4195737285	032322	660-6300-471.25-02	UNIFORM-WATER	197.62
					680-8000-454.25-02	UNIFORM-WASTEWATER	59.47
			4196423106	032322	660-6300-471.25-02	UNIFORM-WATER	197.62
					680-8000-454.25-02	UNIFORM-WASTEWATER	59.47
191964	7/12/2024	CITY OF BANNING (BNG)	FC A&E JUL24		001-2200-421.32-02	HANGAR FC A&E JULY 2024	383.20
			FC B-5 JUL24		705-4500-412.32-06	HANGAR FC B-5 JULY 2024	185.89
			FC D-2 JUL24		001-3000-442.32-02	HANGAR FC D-2 JULY 2024	197.57
191965	7/12/2024	CORE & MAIN, LP	S791236		660-0000-131.00-00	20" WELD FLANGE/20" VALVE PO NUM 032355	7,106.12
			U211956		660-0000-131.00-00	GALV PLUG/AQUA SHIELDS PO NUM 032355	3,098.89
			U868085		660-0000-131.00-00	4X7-1/2 REP CLPS PO NUM 032355	336.89
			U917170		660-0000-131.00-00	MTR GASKET/ VALVE PO NUM 032355	198.26

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Warrant Number	Warrant Date	Vendor Name	Invoice Number	P.O. Number	Account Number	Payment Description	Warrant Amount
191965	45485	CORE & MAIN, LP	U933517		660-0000-131.00-00	INVENTORY PO NUM 032355	824.60
191966	7/12/2024	CORE-ROSION PRODUCTS	C2024242	032831	660-6300-471.45-06	2500 DBL WALL SAFE TANK	23,968.98
191967	7/12/2024	COUTS HEATING & COOLING, INC	10070	032374	704-3200-412.30-21	SERVICE CALL-FIRE ADMIN	480.00
191968	7/12/2024	DELTA DENTAL INSURANCE COMPANY	JUNE 2024		001-0000-204.32-00	DENTAL-HMO ADJ JUNE 2024	19.05
						DENTAL-HMO JUNE 2024	936.87
191969	7/12/2024	DELTA DENTAL OF CALIFORNIA	JUNE 2024		001-0000-204.32-00	DENTAL PPO JUNE 2024	7,614.07
191970	7/12/2024	DOBBINS, DEANN LOUISE	JUNE 2024		001-4000-461.23-15	SPECIAL NEEDS CLASS JUNE 2024	117.60
191971	7/12/2024	DUDEK	202403138	031985	660-0000232.00-00	WELL M12A DESIGN RETAINAGE	(1,974.31)
					660-6300-471.95-08	WELL M12A DESIGN	19,743.05
			202404082	031985	660-0000232.00-00	WELL M12A DESIGN RETAINAGE	(10,101.47)
					660-6300-471.95-08	WELL M12A DESIGN	101,014.69
191972	7/12/2024	EIDE BAILLY LLP	EI01710168	032876	001-1900-412.33-11	YEAR END CLOSE-JUNE 2024	8,066.75
191973	7/12/2024	FAST LUBE & TUNE	112326	032454	702-3800-480.30-05	MOTOR OIL/FILTER #502	67.47
			113277	032454	702-3800-480.30-05	MOTOR OIL/FILTER #804	63.16
			113293	032454	702-3800-480.30-05	MOTOR OIL/FILTER #90	71.78
			113408	032454	702-3800-480.30-05	MOTOR OIL/FILTER #437	74.02
			113458	032454	702-3800-480.30-05	MOTOR OIL/FILTER #503	67.47
191974	7/12/2024	FRONTIER COMMUNICATIONS	2131817186JUN24		703-3700-480.30-17	213-181-7186 6/19/24-7/18/24	473.74
			9511970620JUL24		001-2200-421.26-05	951-197-0620 6/27/24-7/26/24	576.68
			9519220196JUN24		001-2200-421.26-05	951-922-0196 6/16/24-7/15/24	1,191.78
191975	7/12/2024	G & G ENVIRONMENTAL COMPLIANCE, INC	BANNING-0624	032642	680-8000-454.23-40	PRETREATMENT FOG-LABOR	100.00
191976	7/12/2024	GAS COMPANY, THE	13392459007JN24		600-5100-435.26-06	408 S HATHAWAY 5/20-24-6/19/2024	28.72
191977	7/12/2024	GREEN DREAM INTERNATIONAL LLC	GDIAH-032412-10	032412	660-6300-471.45-17	CLASS II BASE AND SAND	694.89
191978	7/12/2024	HAAKER EQUIPMENT COMPANY	W1A8JN	032327	680-8000-454.45-16	LABOR/PARTS	2,109.25
191979	7/12/2024	HARGROVE, JOHN	EYEWEAR FY24		761-3110-480.25-10	EMPLOYEE EYEWEAR IBEW UTILITY-HARGROVE	75.25
191980	7/12/2024	HAZEN AND SAWYER	20062-003-1	032865	660-6300-471.33-11	WWTP CHRONIUM 6 TRTMNT	442.50
191981	7/12/2024	HERNANDEZ, CARLA	JUNE 2024		001-4000-461.23-15	KARATE INSTRUCTION JUNE 2024	875.00
191982	7/12/2024	HUERTA JR., GILBERT	JUNE 2024		001-4000-461.23-15	KUNG-FU/TAI CHI JUNE 2024	420.00
191983	7/12/2024	HUERTA LOPEZ, TUNNIA A	JUNE 2024		001-4000-461.23-15	DANZA FOLKLOR MEXICANO JUNE 2024	280.00
191984	7/12/2024	I.B.E.W. LOCAL 47	JUNE 2024		001-0000-204.53-00	GEN/UTILITY DUES JUNE 2024	10,837.30
191985	7/12/2024	I.B.E.W. LOCAL 47 (PAC)	JUNE 2024		001-0000-204.80-01	PAC DUES JUNE 2024	40.00
191986	7/12/2024	IBEW LOCAL 47 RETIREE MEDICAL TRUST	20240712		001-0000-204.80-10	PAYROLL SUMMARY	3,042.63
191987	7/12/2024	IN GEAR TECHNOLOGY	0220242		702-3800-480.30-05	LABOR/PARTS #061 032700	4,171.76
191988	7/12/2024	KEN GRODY FORD REDLANDS	278112	032317	702-3800-480.30-05	SERVICE/REPAIRS #839	1,939.35
191989	7/12/2024	KIMLEY-HORN AND ASSOCIATES, INC	28213678	032799	001-3600-461.90-05	LIONS PARK WA IRR DESIGN	35,535.00
191990	7/12/2024	KOLLER, MARIE	JUNE 2024		001-4000-461.23-15	DRAMA INSTRUCTION JUNE 2024	12.60
191991	7/12/2024	LIEBERT CASSIDY WHITMORE	263970		700-5300-480.33-04	GENERAL BA060-00001	6,032.00
			263972		700-5300-480.33-04	BENEFIT ADVICE BA060-00048	1,611.00
			263973		700-5300-480.33-04	HEALTH REOPENER NEG BA060-00053	7,074.50
			263975		700-5300-480.33-04	ERMA BA060-00056	5,767.00
191992	7/12/2024	LIVINGSTON, TODD	EYEWEAR FY24		670-7000-473.25-10	EMPLOYEE EYEWEAR IBEW UTILITY-LIVINGSTON	250.00
191993	7/12/2024	MANCIA, CLAUDIA	MILEAGE 6/13		761-3100-480.25-05	ELDER & DEPENDENT ABUSE MILEAGE 6/13 MANCIA	40.87
191994	7/12/2024	MIKE ROQUET CONSTRUCTION, INC.	0118-24B	032708	660-0000-232.00-00	2HR DELAY TIME RETAINAGE	(69.60)
					660-6300-471.45-08	2HR DELAY TIME	1,392.00
			0401-25	032708	660-0000-232.00-00	5% FINAL RETENTION INV #0118-24	1,319.35
			0401-26	032609	660-0000-232.00-00	5% FINAL RETENTION INV# 0202-164CR	646.00
191995	7/12/2024	MILSOFT UTILITY SOLUTIONS, INC	20243463		670-7000-473.90-49	HOSTED/TEXTING DEDICATED SHORT CODE MONTHLY	1,929.00
191996	7/12/2024	OPENDOOR LABS INC	000098517		001-0000-218.22-22	UB CR REFUND-FINALS 000051310	131.73
191997	7/12/2024	PACKHAM & TOOMEY, INC	2024111	032542	600-5100-435.30-06	MONTHLY/ANNUAL SPCC	270.00
191998	7/12/2024	PARKHOUSE TIRE, INC.	2010903241	032427	702-3800-480.30-05	WHEEL REPAIR-UNIT #832	1,493.07
			2010903598	032427	702-3800-480.38-52	WHEEL REPAIR #235	398.12
			2010904173	032427	702-3800-480.38-52	PURSUIT WHEEL REPAIR	271.52
			2010904976	032427	702-3800-480.38-52	PURSUIT WHEEL REPAIR	521.32
191999	7/12/2024	PARS	20240712		001-0000-204.25-00	PAYROLL SUMMARY	2,465.43
192000	7/12/2024	PARTS AUTHORITY	062-312096	032423	702-3800-480.38-52	PAD/ROTORS #50	971.93
			062-320159	032423	702-3800-480.38-52	12 VOLT COMMERT #223	573.19
			062-322540	032423	702-3800-480.38-52	CRC SILICON #246	5.01
			070-041320	032423	702-3800-480.38-52	MOTORAD HOUSING #1002	48.38

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192000	45485	PARTS AUTHORITY	091-059721	032423	702-3800-480.38-52	12 VOLT PASS CREDIT	(23.71)
			091-059726	032423	702-3800-480.38-52	GLASS CLNR/ALTR CREDIT	(272.19)
			091-059740	032423	702-3800-480.38-52	BATT CORE CREDIT	(106.67)
			091-059745	032423	702-3800-480.38-52	BATT CORE CREDIT	(106.67)
			091-059766	032423	702-3800-480.38-52	DOT 3 32OZ SHOP-RETURN	(12.18)
			091-331954	032423	702-3800-480.38-52	GLOVES	285.11
			091-331957	032423	702-3800-480.38-52	12 VOLT COMMERT #223	573.19
192001	7/12/2024	PETTY CASH CUSTODIAN-COMM SVCS	3443		001-4000-461.36-09	RITE AID 2/9/24 LEGO CLUB CANDY A HOLLIS	6.00
			3444		001-4000-461.36-00	FOOD 4 LESS 4/28/24 BBQ LIGHTERS A HOLLIS	8.07
192002	7/12/2024	PUBLIC ENTITY RISK MANAGEMENT	INV248		700-0000-101.12-00	WORKERS COMP FY2024-2025	523,279.00
					700-0000-201.00-00	APD PROGRAM FY2024-2025	49,735.00
					700-5040-480.29-01	PROPERTY PROGRAM FY2024-2025	702,571.00
					700-5040-480.29-03	CYBER PROGRAM FY2024-2025	43,074.00
						EPL PROGRAM FY2024-2025	252,119.00
						LIABILITY PROGRAM FY2024-2025	1,947,681.00
					700-5040-480.29-04	CRIME PROGRAM FY2024-2025	2,042.00
					700-5040-480.29-10	ADWRP PROGRAM FY2024-2025	1,352.00
192003	7/12/2024	PULVER, JODEANE V	JUNE 2024		001-4000-461.23-15	YOGA INSTRUCTION JUNE 2024	175.00
192004	7/12/2024	QU, YANNING	000105553		001-0000-218.22-22	UB CR REFUND-FINALS 000056758	108.31
192005	7/12/2024	QUADIENT POSTAGE FUNDING	782024		705-4500-412.23-04	ADD TO POSTAGE METER	5,000.00
192006	7/12/2024	REPPENHAGEN, JANE MARIE	60367-50672 AC		675-7020-473.42-35	RESIDENTIAL CENTRAL AC SPLIT SYSTEM	2,400.00
192007	7/12/2024	RICHARDS WATSON GERSHON	248444		700-5300-480.33-04	0001 GENERAL SVCS MAY 2024	13,523.67
						0005 COMMUNITY DEV MAY 2024	132.00
			248445		700-5300-480.33-04	0003 CITY MANAGER MAY 2024	2,750.00
			248446		700-5300-480.33-04	0004 CITY CLERK MAY 2024	7,459.09
						0010 POLICE DEPARTMENT MAY 2024	330.00
			248447		700-5300-480.33-04	0005 COMMUNITY DEV MAY 2024	5,918.00
						0021 CODE ENFORCEMENT MAY 2024	66.00
			248448		700-5300-480.33-04	0005 COMMUNITY DEV MAY 2024	22.00
						0006 COMMUNITY SVCS MAY 2024	748.00
			248449		700-5300-480.33-04	0007 ELECTRIC UTILITY MAY 2024	594.00
			248450		700-5300-480.33-04	0008 ADMIN SVCS MAY 2024	4,227.20
						0021 CODE ENFORCEMENT MAY 2024	44.00
			248451		700-5300-480.33-04	0010 POLICE DEPARTMENT MAY 2024	1,713.60
						0022 POLICE PERSONNEL MAY 2024	1,770.60
			248452		700-5300-480.33-04	0011 PUBLIC WORKS MAY 2024	2,566.80
			248453		700-5300-480.33-04	0011 PUBLIC WORKS MAY 2024	110.00
						0012 WATER/WASTEWATER MAY 2024	1,254.00
			248454		700-5300-480.33-04	0013 PERSONNEL MATTERS MAY 2024	7,527.60
			248455		002-0000-222.34-01	0014 BUTTERFIELD TRIPOINTE ATWELL	369.60
					002-2800-361.41-02	0014 BUTTERFIELD TRIPOINTE ATWELL	(369.60)
					002-2800-441.33-04	0014 BUTTERFIELD TRIPOINTE ATWELL	369.60
			248456		700-5300-480.33-04	0021 CODE ENFORCEMENT MAY 2024	2,724.81
			248457		700-5300-480.33-04	0022 POLICE PERSONNEL MAY 2024	306.00
			248458		700-5300-480.33-04	0040 THE FLUME MAY 2024	436.80
			248459		700-5300-480.33-04	0061 SOLID WASTE MAY 2024	979.20
			248460		002-0000-222.34-01	0062 CFD NO2020-02 ATWELL MAY 2024	36.20
					002-2800-361.41-02	0062 CFD NO2020-02 ATWELL MAY 2024	(36.20)
					002-2800-441.33-04	0062 CFD NO2020-02 ATWELL MAY 2024	36.20
			248461		002-0000-222.31-37	0068 SUNSET CROSSROADS MAY 2024	6,596.10
					002-2800-361.41-02	0068 SUNSET CROSSROADS MAY 2024	(6,596.10)
					002-2800-441.33-04	0068 SUNSET CROSSROADS MAY 2024	6,596.10
			248462		700-5300-480.33-04	0070 BANNING AIRPORT MAY 2024	66.00
			248463		002-0000-222.31-51	0078 AVD PASS ACTION GRP MAY 2024	18,895.67
					002-2800-361.41-02	0078 AVD PASS ACTION GRP MAY 2024	(18,895.67)
					002-2800-441.33-04	0078 AVD PASS ACTION GRP MAY 2024	18,895.67
			248464		002-0000-222.31-58	0083 AIRPORT-HILLWOOD MAY 2024	7,257.60
					002-2800-361.41-02	0083 AIRPORT-HILLWOOD MAY 2024	(7,257.60)

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192007	7/12/2024	RICHARDS WATSON GERSHON	248464		002-2800-441.33-04	0083 AIRPORT-HILLWOOD MAY 2024	7,257.60
			248465		700-5300-480.33-04	0087 PEOPLE VS ALEX LARA MAY 2024	31.34
192008	7/12/2024	RILEY, ANTHONY	REIMB 7/3/2024		001-1200-412.36-00	FOAM CORE-FRAME SIGNS	86.64
192009	7/12/2024	RIVERSIDE COUNTY SHERIFF-PSEC	PE0000001878		001-2200-421.26-07	CNTY OF RIV PUBLIC SAFETY JUNE 2024	4,865.29
192010	7/12/2024	RIVERSIDE UNIVERSITY HEALTH SYSTEM	2024-06		001-2200-421.33-31	EXAMINATION #24-1279	1,200.00
192011	7/12/2024	SAN BERNARDINO PUBLIC EMPLOYEES	JUNE 2024		001-0000-204.51-00	TEAMSTER DUES JUNE 2024	2,824.86
192012	7/12/2024	SAN GORGONIO PASS WATER AGENCY	24-00284		660-6300-471.27-14	STATE PROJ WATER DELIVERY MAY 2024	399,000.00
192013	7/12/2024	SCA OF CA, LLC	158341PS	031802	100-4900-431.33-11	STREET SWEEPING SRVCS	10,080.00
192014	7/12/2024	SO CAL JOINT POLE COMMITTEE	22225		670-7000-473.27-11	OPERATING EXPENSES JUNE 2024	1,090.30
192015	7/12/2024	SONSRAY FLEET SERVICES	SWO127057-1		702-3800-480.30-05	R&R MICRO REPAIR #242 032551	1,625.23
192016	7/12/2024	SOUTH COAST AIR QUALITY	4352031		001-2200-421.41-04	AQMD FEE JUL2023-JUN2024 STATE FEE JUL2023-JUN2024	161.81
192017	7/12/2024	SOUTHERN CALIF ASSN OF GOVERNMENTS	SCAG FY25 0018		001-1000-411.23-03	DUES FISCAL YR 2024-2025	4,600.00
192018	7/12/2024	STAFFORD, CHERYL	REIMB 6/28/24		001-1300-412.23-04	USPS-EXPRESS FINAL CHECK	30.45
192019	7/12/2024	STATE WATER RESOURCES CONTROL	FY25 CERT 26310		660-6300-471.41-04	DRINKING WATER TRTMNT OP GRADE 4 LOGAN 26310	105.00
192020	7/12/2024	STOCKMAN, JULIA	JUNE 2024		001-4000-461.23-15	BALLET INSTRUCTION JUNE 2024	490.00
192021	7/12/2024	TASC	IN2836494		001-1300-412.33-11	FSA ADMIN FEES 10/1/23-12/31/23	1,292.31
						FSA CLAIM CARD FEES 10/1/23-12/31/23	398.40
			IN2932699		001-1300-412.33-11	FSA ADMIN FEES 1/1/24-3/31/24	1,261.17
			IN3061311		001-1300-412.33-11	FSA ADMIN FEES 4/1/24-6/30/24	1,209.18
			IN3113656		001-1300-412.33-11	FSA ADMIN FEES 7/1/24-9/30/24	1,209.18
						FSA RENEWAL FEE 7/1/24-6/30/2025	360.42
192022	7/12/2024	TEXAS LIFE INSURANCE COMPANY	JUNE 2024		001-0000-204.30-00	TEXAS LIFE INS JUNE 2024	6,324.36
192023	7/12/2024	TIME WARNER CABLE	0332241062524		670-7000-473.26-07	FIBER OPTIC INTERNET 6/25/24-7/24/24	987.85
192024	7/12/2024	CHARTER COMMUNICATIONS	0051007062524		001-2060-446.26-09	CITY HALL 6/25/24-7/24/24	105.65
192025	7/12/2024	TRENCH SHORING COMPANY	SI20005175	032226	660-6300-471.32-05	TOOLS/LABOR	305.42
192026	7/12/2024	UNITED WATER WORKS, INC	S100130593.001		660-0000-131.00-00	TOOLS/SUPPLIES PO NUM 032200	6,853.17
			S100131489.001		660-0000-131.00-00	4"X3" WEDDING BAND PO NUM 032200	239.44
192027	7/12/2024	VULCAN MATERIALS	74030068	032358	660-6300-471.45-17	COLD MIX	2,589.45
192028	7/12/2024	WALKER, LORRAINE	TRAVEL 6/27-28		001-1300-412.23-05	EMPLOYMENT LAW CONF MEALS 6/27-28	163.32
192029	7/12/2024	WESTERN WATER WORKS SUPPLY CO	1408614-01		660-0000-131.00-00	JONES HYDRANT REPAIR KIT PO NUM 032418	3,384.65
			1409058-00		660-0000-131.00-00	TOOLS/SUPPLIES PO NUM 032418	1,293.75
			1409195-00		660-0000-131.00-00	MTR VALVE/20FT BRZ PIPE PO NUM 032418	2,904.94
192030	7/12/2024	WITTMAN ENTERPRISES, LLC	240601202	032553	001-2400-422.33-11	BILLING SVCS PERFORMED JUNE 2024	3,301.50
192031	7/12/2024	XYLEM WATER SOLUTIONS USA, INC	3556D28025	032875	680-8000-454.30-06	SWR PUMP FOR WESTWARD STN	23,782.67
192032	7/12/2024	YARYAN, MARY	MEALS 7/14-19		001-2800-441.23-05	ESRI ARCGIS CONF MEALS 7/14-19 YARYAN	355.25
192033	7/12/2024	YUNEX, LLC	5610000554	032407	100-4900-431.30-09	TRAFFIC SIGNAL CALL OUTS	3,610.25
			5610000824	032407	100-4900-431.30-09	TRAFFIC SIGNAL CALL OUTS	926.62
			5610001158	032407	100-4900-431.30-09	TRAFFIC SIGNAL CALL OUTS	4,488.00
			5610001338	032407	100-4900-431.30-09	TRAFFIC SIGNAL CALL OUTS	163.00
			5610001704	032407	100-4900-431.30-09	TRAFFIC SIGNAL CALL OUTS	2,001.53
			90000794	032407	100-4900-431.30-09	TRAFFIC SIGNAL MAINT	648.00
			90001121	032407	100-4900-431.30-09	TRAFFIC SIGNAL MAINT	648.00
			90001354	032407	100-4900-431.30-09	TRAFFIC SIGNAL MAINT	648.00
			90001509	032407	100-4900-431.30-09	TRAFFIC SIGNAL MAINT	648.00
			90001792	032407	100-4900-431.30-09	TRAFFIC SIGNAL MAINT	648.00
192034	7/12/2024	ZENNER PERFORMANCE METERS, INC	0087956-IN		660-0000-131.00-00	FIRE HYDRANT METER/LOCK PO NUM 032207	2,349.43
192035	7/18/2024	A.Y. NURSERY INC	0126553	032892	810-9700-490.90-60	OPV TREES/ERF-2 GRANT	12,121.88
192036	7/18/2024	ABBOTT, CELIA	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192037	7/18/2024	ADVANCED WORKPLACE STRATEGIES INC	622598		001-1300-412.33-32	RANDOM DRUG/ALCOHOL SCRN APR-JUNE 2024	234.35
192038	7/18/2024	ALLIANT INSURANCE SERVICES, INC	2708133		700-5040-480.29-05	24-25 CALIP AIRPORT LIAB #1000233407-08 RENEWAL	10,371.00
192039	7/18/2024	ALTA LANGUAGE SERVICES INC	IS727207		001-1300-412.33-11	BILINGUAL TESTING (1) JUNE 2024	66.00
192040	7/18/2024	ALTAIR ENGINEERING INC	INVALUS-12706	032151	001-1900-412.30-17	DATA ANALYST - LEASE 7/15/24-7/14/25	23,165.00
192041	7/18/2024	AMAZON BUSINESS	14G3-MDMM-3L36	032295	675-7020-473.41-46	STEM WEEK SUPPLIES	1,105.91
			1DXN-N1D7-4X31	032945	001-1400-412.36-00	FRAME FOR RETIREMENT	53.84
			1F3M-VQYH-WJLV	032945	001-2060-446.36-00	SANDISK 256GB CARD	125.32
			1HFL-DWYH-WHM6	032292	001-1220-412.41-46	BBQ ACCESSORIES-RAFFLE	6.11
			1N3J-H3JN-DKRT	032295	675-7020-473.36-00	OFFICE SUPPLIES	74.80
			1NH6-Y1VV-3YJY	032945	001-1400-412.36-00	8-TAB DIVIDERS-ELECTIONS	53.85

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192041	7/18/2024	AMAZON BUSINESS	1RN3-6T7K-1K4G	032299	705-4500-412.36-00	BUSINESS PRIME FEE	1,399.67
			1W97-FN69-D1CQ	032294	670-7000-473.36-00	OFFICE SUPPLIES	93.01
			1WFG-6TPF-1R4H	032292	001-1210-412.41-46	BBQ ACCESSORIES-RAFFLE	81.99
192042	7/18/2024	AMERICAN FORENSIC NURSES	78822		001-2200-421.33-31	STAND BY FEE AUGUST 2024 32464	1,021.02
192043	7/18/2024	ARIAS DE RAMIREZ, LEONILA	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192044	7/18/2024	ATBACKGROUNDS	4113		001-1300-412.33-11	BACKGROUND SCREENING MAY-JUNE 2024	259.11
192045	7/18/2024	AURIGA CORPORATION	8215	031498	673-7000-473.96-47	TASK 2 ELECTRICAL DESIGN	1,750.00
192046	7/18/2024	BABCOCK LABORATORIES, INC	CF40981-0030	032373	660-6300-471.23-32	COLIFORMS	242.00
			CF40982-0030	032373	660-6300-471.23-32	GENERAL PHYSICAL ANALYSIS	84.00
			CF40983-0030	032373	680-8000-454.23-32	TDS ANALYSIS	36.00
			CF41517-0030	032373	660-6300-471.23-32	COLIFORMS	352.00
			CF41556-0030	032373	660-6300-471.23-32	COLIFORMS	242.00
			CF41557-0030	032373	660-6300-471.23-32	GENERAL PHYSICAL ANALYSIS	84.00
			CF41558-0030	032373	680-8000-454.23-32	TDS ANALYSIS	36.00
192047	7/18/2024	BARBARA SINATRA CHILDREN'S CENTER	MAY2024		001-2200-421.33-31	MEDICAL EXAMINATION #24-534 #24-446	306.00
192048	7/18/2024	BATDORF, JACQUELINE	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192049	7/18/2024	BEAUMONT CHERRY VALLEY WATER	0005379		660-6300-471.27-14	WELL MAINT REIMBURSEMENT MAY 2024	1,959.54
192050	7/18/2024	BEAUMONT DO IT BEST HOME CENTER	541282	032304	704-3200-412.30-02	3/0 X 6/8 DOOR SLAB	1,055.95
			544672	032304	704-3200-412.30-02	TOOLS/SUPPLIES	17.76
			545018	032917	001-2400-422.36-00	IRRIGATION SUPPLIES	265.30
192051	7/18/2024	BECERRA, ELADIO	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192052	7/18/2024	BIO-TOX LABORATORIES	45991	032466	001-2200-421.33-31	BLOOD ALCOHOL ANALYSIS	96.00
			46078	032466	001-2200-421.33-31	BLOOD ALCOHOL ANALYSIS	382.00
192053	7/18/2024	BLAIS & ASSOCIATES, LLC	BA_7633_2024	032727	660-6300-471.33-11	PROP 47 GRANT	4,162.50
			BA_7754_2024	032723	705-4500-412.33-11	GRANT RESEARCH-PW	3,822.50
192054	7/18/2024	BLEIER, TODD	NOV23-APR24		670-7000-357.38-10	MEDICAL DISCOUNT NOV23-APR24 PAYMENTS	120.00
					675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	180.00
192055	7/18/2024	BLOOMHUFF, NINA	NOV23-APR24		670-7000-357.38-10	MEDICAL DISCOUNT NOV23-APR24 PAYMENTS	60.00
					675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192056	7/18/2024	BOOTH, CATHY	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192057	7/18/2024	BOSTON, LINDA	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192058	7/18/2024	CANALES, SILVERIO	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192059	7/18/2024	CEDILLO, CHANTAL	65341-18040 AC		675-7020-473.42-35	REBATE RES CENTRAL AC	2,400.00
192060	7/18/2024	CELL BUSINESS EQUIPMENT (CBE)	IN2746756	032335	001-4000-461.30-06	COPIER MAINTENANCE	317.08
					660-6300-471.30-06	COPIER MAINTENANCE	60.80
					670-7000-473.30-06	COPIER MAINTENANCE	196.43
					705-4500-412.30-06	COPIER MAINTENANCE	1,007.25
					761-3100-480.30-06	COPIER MAINTENANCE	169.97
192061	7/18/2024	CINTAS CORPORATION	4189997242	032318	670-7000-473.25-02	UNIFORM-ELEC	510.53
			4190785351	032318	670-7000-473.25-02	UNIFORM-ELEC	345.53
			4191437652	032318	670-7000-473.25-02	UNIFORM-ELEC	361.82
			4192130435	032318	670-7000-473.25-02	UNIFORM-ELEC	347.34
			4192869033	032318	670-7000-473.25-02	UNIFORM-ELEC	345.53
			4193585572	032318	670-7000-473.25-02	UNIFORM-ELEC	362.08
			4196423117	032318	670-7000-473.25-02	UNIFORM-ELEC	347.48
			4197167538	032319	100-4900-431.25-02	UNIFORM-STREETS	77.92
					704-3200-412.25-02	UNIFORM-BUILD MAINT	10.78
			4197167576	032432	610-5800-434.25-02	UNIFORM-TRANSIT	119.79
					610-5850-434.25-02	UNIFORM-DAR	11.13
			4197167646	032322	660-6300-471.25-02	UNIFORM-WATER	197.62
					680-8000-454.25-02	UNIFORM-WASTEWATER	59.47
192062	7/18/2024	CLAYTON, NETA	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	65.00
192063	7/18/2024	COLLINS, ELIZABETH	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192064	7/18/2024	CONCENTRA MEDICAL CENTERS	83556330		001-1300-412.33-32	PRE-EMPLOYMENT PHYSICALS DOT RE-CERT PHYSICAL	458.00
192065	7/18/2024	CORE & MAIN, LP	U965563		660-0000-131.00-00	METER SPUD PO NUM 032355	170.50
			V068620		660-0000-131.00-00	BOLT CAP PO NUM 032355	156.78
192066	7/18/2024	CORNERSTONE DEVELOPMENT CO.	2854	032541	673-7000-473.96-39	LINCOLN ST.	22,060.00
			2921	032541	673-7000-473.96-54	SUN LAKES RELO	41,550.00

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192067	7/18/2024	COUNSELING TEAM INTERNATIONAL, THE	INV100701		700-5040-480.23-07	EMPLOYEE SUPPORT SERVICES JULY 2024	910.00
192068	7/18/2024	CRABTREE, JEFFREY	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192069	7/18/2024	CRAIN, MARK	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192070	7/18/2024	CTC TECHNOLOGY AND ENERGY	SIN003788	032724	673-7000-473.33-11	BROADBAND FEASIBILITY 4/1/2024-4/30/2024	58,515.75
			SIN003822	032724	673-7000-473.33-11	BROADBAND FEASIBILITY 5/1/2024-5/31/2024	18,287.50
192071	7/18/2024	DE LA HOYA, JUAN	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	32.50
192072	7/18/2024	DLT SOLUTIONS, LLC	SI651225		001-3000-442.30-17	AUTOCAD ANNUAL SUB 5/23/24-5/22/25 32233	477.64
					100-4900-431.89-49	AUTOCAD ANNUAL SUB 5/23/24-5/22/25 32233	477.64
					660-6300-471.30-17	AUTOCAD ANNUAL SUB 5/23/24-5/22/25 32233	477.64
					680-8000-454.30-17	AUTOCAD ANNUAL SUB 5/23/24-5/22/25 32233	477.64
			SI656357	032233	670-7000-473.89-49	AUTO CAD SUB/MAINTENANCE	16,345.47
192073	7/18/2024	ECCLESTONE, CHERYL	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192074	7/18/2024	ELECTRIC POWER SYSTEMS INT, INC.	INV_00151241	031284	673-7000-473.96-25	SAN GORGONIO SUBSTATION MAY 2024	45,143.00
192075	7/18/2024	ELLIOTT, PATRICIA	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192076	7/18/2024	ENTERPRISE RENT-A-CAR	108007816868		001-1910-412.23-05	RENTAL CAR- B MASON 7/6/24-7/10/24	190.70
192077	7/18/2024	ESTERSON, LORI	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192078	7/18/2024	ETHIER, GREG	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192079	7/18/2024	FALTO, CONSTANCE	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192080	7/18/2024	FAST LUBE & TUNE	113127	032454	702-3800-480.30-05	MOTOR OIL/FILTER-#34	63.16
			113147	032454	702-3800-480.30-05	MOTOR OIL/FILTER-#38	63.16
			113247	032454	702-3800-480.30-05	MOTOR OIL/FILTER-#316	64.24
192081	7/18/2024	FLETCHER, CORAL	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192082	7/18/2024	FLETCHER, TERRI	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192083	7/18/2024	FLORES, IRMA	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	65.00
192084	7/18/2024	FLYNN, SHERI	REGISTER 7/8		001-1000-411.23-05	RIV CNTY DIVISION MEETING REGISTRATION 7/8 FLYNN	60.00
192085	7/18/2024	GAS COMPANY, THE	12662493001JL24		001-2400-422.26-06	3900 W WILSON 6/6/24-7/8/24	24.96
192086	7/18/2024	GREYBAR PRINTING	2560	032390	001-2200-421.23-02	ENVELOPES	183.44
			2671	032390	001-2200-421.23-02	BUSNISS CARDS-HORN	9.70
192087	7/18/2024	GUZMAN, SUSANA	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192088	7/18/2024	HALLOCK, DENNIS	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192089	7/18/2024	HARDY & HARPER, INC	50421	032800	660-6300-471.45-08	ASPHALT PATCHES-SUN LAKES	28,920.00
192090	7/18/2024	HARRIS, ANNE	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	65.00
192091	7/18/2024	HEISS, SUZANNA	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192092	7/18/2024	HEMET VALLEY TOOL, INC	179308	032218	660-6300-471.45-16	AUTO PARTS/LABOR	117.78
192093	7/18/2024	HERRERA, SANDRA	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192094	7/18/2024	HOME DEPOT #8987	6622306	032314	670-7000-473.45-16	MISC. TOOLS	13.77
192095	7/18/2024	HOPKINS, VICKI	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192096	7/18/2024	INDEPENDENT REVIEW INVESTIGATIONS	24-001.2	032853	001-2200-421.33-11	IA 24-001.2	1,050.00
			24-002.1	032853	001-2200-421.33-11	IA 24-002.1	2,400.00
192097	7/18/2024	INNOVATIVE FEDERAL STRATEGIES	COB062024	032524	705-4500-412.33-11	FEDERAL LOBBYING SERVICES JUNE 2024	4,500.00
192098	7/18/2024	JNE POLYGRAPH LLC	1879		001-1300-412.33-11	PRE-EMPLYMT POLYGRAPH (1) JUNE 2024	425.00
192099	7/18/2024	JOE A GONSALVES & SON	161607	032066	001-1000-411.33-11	STATE LOBBYING SERVICES MAY 2024	1,925.00
					705-4500-412.33-11	STATE LOBBYING SERVICES MAY 2024	1,925.00
192100	7/18/2024	JORGE NEGRETE	BLD-24-0622		001-2700-351.35-16	REFUND-PERMIT CANCELED 227 S 2ND ST	214.50
192101	7/18/2024	KAKISH, BISHARA	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192102	7/18/2024	KEMIRA WATER SOLUTIONS INC	9017843543	032664	680-8000-454.36-08	FERRIC SULFATE SOLUTION	4,736.02
192103	7/18/2024	KOLLER, MARIE	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192104	7/18/2024	LAND ENGINEERING CONSULTANTS, INC	3917	032731	660-6300-471.95-10	WA MAIN RPLCMNT LOC 3	6,000.00
192105	7/18/2024	LEXISNEXIS RISK SOLUTIONS	160860120240630	032332	001-2200-421.30-17	MONTHLY SUBSCRIPTION JUNE 2024	112.55
192106	7/18/2024	LOFTIS, MILDRED	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192107	7/18/2024	MACIEL, JOSE	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192108	7/18/2024	MARIPOSA LANDSCAPES, INC	108466	032405	001-2200-421.23-29	LANDSCAPE MAINTENANCE JUNE 2024	2,438.13
					001-2400-422.30-01	LANDSCAPE MAINTENANCE JUNE 2024	1,812.00
					100-4900-431.23-29	LANDSCAPE MAINTENANCE JUNE 2024	2,918.10
					704-3200-412.23-29	LANDSCAPE MAINTENANCE JUNE 2024	2,332.13
192109	7/18/2024	MASTEN, STAR	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192110	7/18/2024	MC ARRON, SUSAN	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192111	7/18/2024	MCFARLAND, DARLENE	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00

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192112	7/18/2024	MERAS, DAVID	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192113	7/18/2024	MERLIN JOHNSON CONSTRUCTION, INC	062159	032363	660-6300-471.45-08	WELDING	2,808.00
			062161	032363	660-6300-471.45-06	WELD ROLL VALVE	216.00
192114	7/18/2024	MEZA, TOMMY & GLORIA	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192115	7/18/2024	MICHAEL BAKER INTERNATIONAL, INC	1217430		002-0000-222.31-42	MBI SUNSET CROSSROADS 030874	29,190.00
					002-2800-361.41-02	MBI SUNSET CROSSROADS 030874	(29,190.00)
				030874	002-2800-441.33-11	MBI SUNSET CROSSROADS PERIOD ENDING 6/30/24	29,190.00
192116	7/18/2024	MIDDLETON, SHARON	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192117	7/18/2024	MILLER, NINA	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192118	7/18/2024	MIXON, FRANKLEN	MEALS 7/18/24		001-2200-421.23-06	GOOGLE FOR LAW ENFORCEMNT MEALS 7/18/24 MIXON	17.25
192119	7/18/2024	MNS ENGINEERS INC	86647	032879	001-2800-441.33-11	CEQA TRAINING WORKSHOP	1,240.00
192120	7/18/2024	MOLINA, JUANA	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192121	7/18/2024	MY COI LLC	1412564698	032646	705-4500-412.33-11	2058 ANNUAL COMPLIANCE	800.00
192122	7/18/2024	MYERING, NEAL	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192123	7/18/2024	NHA ADVISORS, LLC	01189	032127	680-8000-454.95-12	BANN 2023-24 CONSULTING	2,243.75
192124	7/18/2024	N2W ENGINEERING, INC	0575	032037	680-8000-454.95-12	WWTP OWNER ADVISOR JUNE 2024	55,084.00
192125	7/18/2024	OERTEL, ERICH	MEALS 7/18/24		001-2200-421.23-06	GOOGLE FOR LAW ENFORCEMNT MEALS 7/18/24 OERTEL	17.25
192126	7/18/2024	PACKHAM & TOOMEY, INC	2024265	032542	600-5100-435.30-06	MONTHLY SPCC INSPECTION	125.00
192127	7/18/2024	PATTON, CAROLINE	MILEAGE JUN24		001-1400-412.23-05	MASTER MUNICIPAL CLERK MILEAGE 6/24-28 PATTON	75.04
192128	7/18/2024	PAYPRO ADMINISTRATORS	042647		001-1300-412.33-11	COBRA ADMIN SVC JUNE 2024	115.00
192129	7/18/2024	PETRUCCI, TERESA	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192130	7/18/2024	PETTY CASH CUSTODIAN-SR CENTER	3553		001-4050-461.36-09	DOLLAR TREE 6/20/24 HAVANNA NIGHTS V PEREZ	27.71
192131	7/18/2024	POULTER, HANNAH	MEALS 7/18/24		001-2200-421.23-06	GOOGLE FOR LAW ENFORCEMNT MEALS 7/18/24 POULTER	17.25
192132	7/18/2024	POWER MONITORS, INC	I0043397	032845	670-7000-473.95-23	CANVAS REVOLUTION	995.00
192133	7/18/2024	PRE-PAID LEGAL SERVICES, INC	JUNE 2024		001-0000-204.80-07	PREPAID LEGAL PREMIUMS JUNE 2024	313.91
192134	7/18/2024	PRESCOTT, KEVIN	MEALS 7/18/24		001-2200-421.23-06	GOOGLE FOR LAW ENFORCEMNT MEALS 7/18/24 PRESCOTT	17.25
192135	7/18/2024	PRUITT, CARMEN	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192136	7/18/2024	RECORD GAZETTE, THE	00201708	032950	001-1500-412.23-01	NOTICE OF ELECTION	368.58
			00201994	032184	001-2800-441.23-01	PHN - DR 21-7008	424.19
192137	7/18/2024	RICK ENGINEERING COMPANY	19973 (5)	032645	660-6300-471.95-10	DESIGN OF RAMSEY-WA MAIN	19,991.50
			19973 (6)	032645	660-6300-471.95-10	DESIGN OF RAMSEY-WA MAIN	13,296.40
192138	7/18/2024	RINALDI, LORETTA	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192139	7/18/2024	RINCON CONSULTANTS, INC.	58027	032780	001-2800-441.33-11	BANNING APR SVCS JUNE 2024	3,505.25
192140	7/18/2024	RIOS, MARIA FRANCISCO	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	97.50
192141	7/18/2024	RISCHARD, ROBERT	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192142	7/18/2024	RIVERA, KATHLEEN	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192143	7/18/2024	ROBERT HALF INTERNATIONAL	63776144	032886	001-1910-412.23-27	RIOS, SIGRID W/E 6/28/24	1,391.04
192144	7/18/2024	ROCHA, MARGARET	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192145	7/18/2024	RODRIGUEZ, SANDRA	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	65.00
192146	7/18/2024	SIQUEIROS, JUANA	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192147	7/18/2024	SKILLS, INC	2452	032816	670-7000-473.23-06	RUBBER GLOVE TRAINING	4,800.00
192148	7/18/2024	STATE OF CALIFORNIA DOJ	750947	032502	001-2200-421.33-31	BLOOD ANALYSIS JUNE 2024	70.00
192149	7/18/2024	STOCKTON CONSULTING	07032024	032888	660-6300-471.90-78	WHITEWATER FLUME RESTOR 7/1/23-6/30/24	1,237.50
192150	7/18/2024	STONE, IDA	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192151	7/18/2024	TAPIA, SALOMON	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192152	7/18/2024	CHARTER COMMUNICATIONS	0015614070124		001-2400-422.26-09	172 N MURRAY 7/1/24-7/31/24	35.95
			0017099070124		001-2400-422.26-09	3900 W WILSON 7/1/24-7/31/24	233.25
192153	7/18/2024	TURBO DATA SYSTEMS INC	43244	032753	001-2200-421.23-45	CITATIONS PROCSSING JUNE 2024	155.56
192154	7/18/2024	VALDEZ JR, MARY ALICE & ANTONIO	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192155	7/18/2024	VALENCIA, MARIBEL	NOV23-APR24		675-7020-473.42-35	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192156	7/18/2024	VELA, ARTURO M	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192157	7/18/2024	VISION SECURITY SYSTEMS	20917	032632	810-9700-490.90-59	MOVE CAMERA SYSTEM	1,970.00
192158	7/18/2024	WESTERN WATER WORKS SUPPLY CO	1409251-00		660-0000-131.00-00	INVENTORY PO NUM 032418	2,198.10
192159	7/18/2024	WILBUR'S POWER EQUIPMENT	15937	032205	100-4900-431.30-06	TOOLS/SUPPLIES	978.32
192160	7/18/2024	WILLIAMS SCOTSMAN, INC	9021361383	033016	810-9700-490.90-59	OP VILLIAGE OFFICES	1,611.94
192161	7/18/2024	YOUNG, CHRISTY	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192162	7/18/2024	YUNEX, LLC	5610002523	032407	100-4900-431.30-09	TRAFFIC SIGNAL CALL OUTS JUNE 2024	866.03
			90002344	032407	100-4900-431.30-09	TRAFFIC SIGNAL MAINT JUNE 2024	648.00

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192163	7/18/2024	ZOELLER, SUSAN	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192164	7/18/2024	908 DEVICES INC	INV24-3949	032884	001-2200-421.90-56	MASS SPEC DETECTION	76,299.23
192165	7/25/2024	AIM PROPERTY MANAGEMENT	000086489		001-0000-218.22-22	UB CR REFUND-FINALS 000013764	188.97
192166	7/25/2024	ALL STAR ELITE SPORTS	4348	032275	001-4000-461.25-02	RECREATION TSHIRTS	635.20
			4364	032274	001-4010-461.36-09	JR LIFEGUARD APPAREL	336.14
			4369	032275	001-4050-461.36-65	SENIOR CENTER SHIRTS	268.46
192167	7/25/2024	AMAZON BUSINESS	1DH1-CRJW-3QMV	032297	001-4000-461.36-00	RAFFLE TICKETS	18.80
			1GD1-NRNQ-1NVP	032945	810-9700-490.90-59	PANTRY ITEMS	578.50
			1KF7-9TP1-W9TJ	032296	001-4000-461.36-09	SUPPLIES-RECREATION	377.13
			1N4V-F7RL-PKND	032381	001-2800-441.36-00	REFUND-OFFICE SUPPLIES	(29.08)
192168	7/25/2024	BEAUMONT DO IT BEST HOME CENTER	544603	032278	001-3600-461.30-02	SUPPLIES-PARKS	22.57
192169	7/25/2024	BUDD-FALEN LAW OFFICES, LLC.	34137	029829	660-6300-471.90-78	FLUME LEGAL SERVICES JUNE 2024	1,470.00
192170	7/25/2024	CAMPA, ERIC	MEALS 7/21-8/1		001-2200-421.23-06	DRE SCHOOL TV2457 MEALS 7/21-8/1 CAMPA	851.00
192171	7/25/2024	CANO, ALONDRA	FEB24-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT FEB24-APR24 PAYMENTS	97.50
192172	7/25/2024	CARRILLO, ROSEMARY & JOSE	000110387		001-0000-218.22-22	UB CR REFUND-FINALS 000007498	111.25
192173	7/25/2024	CASC ENGINEERING AND CONSULTING INC	0051578	032893	001-2800-441.33-42	FOCUS AMEND-LAND USE JUNE 2024	12,168.50
192174	7/25/2024	CINTAS CORPORATION	4196423096	032321	001-4000-461.36-03	CLEANING CHEMICALS	121.67
			4197167622	032320	001-3600-461.25-02	UNIFORM-PARKS	51.13
192175	7/25/2024	CITY OF BANNING UTILITIES OPV	10194555344JL24		810-9700-490.90-60	312 N 4TH CAL ICH ERF-2 FUNDED	190.11
192176	7/25/2024	CURRY, ANITA	TUITION FY24		761-3100-480.25-09	TUITION REIMBURSEMENT IBEW MOU-CURRY	317.00
192177	7/25/2024	CYBERTIME NETWORK COMMUNICATIONS	1524-240627	033036	810-9700-490.90-59	RELOCATE INT/DATA/PHONE	500.00
192178	7/25/2024	DE LA CRUZ, MARGARET	000109525		001-0000-218.22-22	UB CR REFUND-FINALS 000007090	121.92
192179	7/25/2024	DELL MARKETING LP	10757667890	032897	001-2060-446.89-48	ALIENWARE M18 R2 GARSIDE	4,981.70
192180	7/25/2024	DEPT. OF INDUSTRIAL RELATIONS	P2074316SN		001-4010-461.41-04	BIG SLIDE CERT INSPECTION 6/11/24	560.00
			P2074317SN		001-4010-461.41-04	MINNOW SLIDE CERT INSPECTION 6/11/24	122.50
192181	7/25/2024	DEUSENBERRY, DANIEL	MEALS 7/8		001-2200-421.23-06	DUI CHECKPOINT MEALS 7/8 DEUSENBERRY	15.75
192182	7/25/2024	ELECTROMARK COMPANY	9356227629	032311	670-7000-473.45-16	REFLECTIVE NUMBERS	70.94
			9356362910	032311	670-7000-473.45-16	LABEL REMOVER	1,266.65
192183	7/25/2024	FRANK BRANDT	REF#2024042302		001-2400-351.35-14	REFUND-OVERPMT 4/15/24 INCIDENT 2024042302	400.00
192184	7/25/2024	FRONTIER COMMUNICATIONS	9518493260JUL24		705-4500-412.26-05	951-849-3260 6/28/24-7/27/24	324.21
192185	7/25/2024	GAETE, LUZMA	000111219		001-0000-218.22-22	UB CR REFUND-FINALS 000008378	45.77
192186	7/25/2024	GAS COMPANY, THE	03292684002JL24		001-4000-461.26-06	COMM CENTER 6/13/24-7/15/24	25.02
			03442480665MY24		704-3200-412.26-06	2041 W NICOLET 4/10/24-5/09/24	14.30
			05192710001JL24		001-3600-461.26-06	PARKS & REC 6/13/24-7/15/24	20.40
			05602682006JL24		001-2400-422.26-06	172 N MURRAY 6/13/24-7/15/24	58.86
			09142474007JL24		001-4050-461.26-06	SENIOR CENTER 6/13/24-7/15/24	91.17
			16108344439JL24		001-4010-461.26-06	AQUATICS 6/13/24-7/15/24	1,048.62
			19499362408JN24		100-4900-431.26-06	176 E LINCOLN 5/21/24-6/20/24	26.31
					660-6300-471.26-06	176 E LINCOLN 5/21/24-6/20/24	58.69
					670-7000-473.26-06	176 E LINCOLN 5/21/24-6/20/24	58.69
					702-3800-480.26-06	176 E LINCOLN 5/21/24-6/20/24	58.69
192187	7/25/2024	GRAINGER	9098732010	032535	704-3200-412.30-02	FAUCETS	181.77
			9103898533	032535	704-3200-412.30-02	FAUCETS	181.77
192188	7/25/2024	H & L CHARTER CO, INC	30013	032860	001-4000-461.42-31	OEP BIG BEAR CHARTER BUS 6/14/24	1,763.00
			30014	032835	001-4000-461.42-31	OEP TAR PITS CHARTER BUS 6/21/24	2,438.50
192189	7/25/2024	IBEW LOCAL 47 RETIREE MEDICAL TRUST	20240726		001-0000-204.80-10	PAYROLL SUMMARY	3,051.40
192190	7/25/2024	INDEPENDENT REVIEW INVESTIGATIONS	24-003.1		700-5300-480.33-04	PROFESSIONAL SVCS FEE INDEPENDENT REVIEW	2,250.00
192191	7/25/2024	INTERNATIONAL PAVING SVCS	000099099		001-0000-218.22-22	UB CR REFUND-FINALS 000060496	243.39
192192	7/25/2024	IPARAGUIRRE, JENNIE	000008275		001-0000-218.22-22	UB CR REFUND-FINALS 000000890	48.47
192193	7/25/2024	IRON MOUNTAIN INFORMATION MGMT, LLC	JPGH717	032393	670-7000-473.33-11	SHREDDING SERVICES 5/29/24-6/25/24	142.27
192194	7/25/2024	LARA, TORIBIO	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192195	7/25/2024	MARIPOSA LANDSCAPES, INC	108465	030833	001-3600-461.23-29	PARK LANDSCAPE JUNE 2024	8,277.41
					001-3600-461.30-16	PARK LANDSCAPE JUNE 2024	0.01
					001-4000-461.23-29	PARK LANDSCAPE JUNE 2024	619.09
					001-4010-461.23-29	PARK LANDSCAPE JUNE 2024	1,061.66
					001-4050-461.23-29	PARK LANDSCAPE JUNE 2024	333.35
192196	7/25/2024	MARTINEZ, JAMES	000111883		001-0000-218.22-22	UB CR REFUND-FINALS 000017716	166.68
192197	7/25/2024	MEDRANO, DORA A & YASMIN A	000080401		001-0000-218.22-22	UB CR REFUND-FINALS 000012090	8.00

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192198	7/25/2024	MORENO, ANGELA	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192199	7/25/2024	MORGAN, MICHEL	000109353		001-0000-218.22-22	UB CR REFUND-FINALS 000010330	70.01
192200	7/25/2024	PARS	20240726		001-0000-204.25-00	PAYROLL SUMMARY	2,444.94
192201	7/25/2024	PITTMAN, DAVID	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192202	7/25/2024	PLAYHOUSE BOWL ASSOCIATION, INC.	CONCERTS FY25		001-5400-446.41-59	EVENINGS IN THE PARK CONCERT SERIES SUPPORT	12,500.00
192203	7/25/2024	POULTER, HANNAH	TUITION FY24		001-2200-421.25-09	TUITION REIMBURSEMENT BPOA MOU-POULTER	1,782.00
192204	7/25/2024	PYRO SPECTACULARS, INC	59065	032752	001-5400-446.41-58	4TH OF JULY FIREWORKS	16,000.00
192205	7/25/2024	RAM DEVELOPMENT LLC	000100693		001-0000-218.22-22	UB CR REFUND-FINALS 000007842	93.74
192206	7/25/2024	RIV. CO. REGIONAL PARK & OPEN SPACE	163240612236478		001-4020-461.36-09	GILMAN RANCH FIELD TRIP	196.00
192207	7/25/2024	ROBERT HALF INTERNATIONAL	63842819	032886	001-1910-412.23-27	RIOS, SIGRID W/E 7/12/24	1,477.98
192208	7/25/2024	MORENO, MELBA	NOV23-APR24		675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192209	7/25/2024	ROY BROWN	HANGAR E1 BROWN		600-0000-223.10-00	HANGAR E1 DEPOSIT RETURN MOVEOUT AS OF 7/1/24	342.57
192210	7/25/2024	SITEONE LANDSCAPE SUPPLY	143297879-001	032438	001-3600-461.30-16	PARKS-SUPPLIES	746.95
192211	7/25/2024	SMART & FINAL	021755	032279	001-4010-461.36-22	SNACKBAR FOOD	682.82
192212	7/25/2024	STAGECOACH DAYS ASSOCIATION	STAGECOACH FY25		001-5400-446.41-36	BLEACHERS STAGECOACH	18,000.00
						STAGECOACH DAYS SUPPORT	12,500.00
192213	7/25/2024	STAPLES BUSINESS ADVANTAGE	6002340605	032453	001-4050-461.36-65	PRINTER INK	189.17
			6004523051	032340	670-7000-473.36-00	OFFICE SUPPLIES	37.79
			6005587650	032186	001-1400-412.89-48	HARD DRIVE (2) RECORD BACKUP	273.84
192214	7/25/2024	STATE OF CALIFORNIA DOJ	747828		001-1300-412.35-99	FINGERPRINTS (8) JUNE 2024	392.00
192215	7/25/2024	STOCKMAN, JULIA	RECITAL FY25		001-4000-461.23-15	BALLET RECITAL JULY 2024	455.00
192216	7/25/2024	TELEPACIFIC COMMUNICATIONS	180570259-0		705-4500-412.26-05	CENTRAL SVCS PHONE JULY 2024	1,560.86
192217	7/25/2024	TERMINIX COMMERCIAL	442018934	032489	670-7000-473.45-05	PEST CONTROL 1/3/24 176 E LINCOLN	66.00
			442018954	032489	670-7000-473.45-05	PEST CONTROL 1/3/24 176 E LINCOLN	50.00
			442019025	032489	670-7000-473.45-05	PEST CONTROL 1/3/24 176 E LINCOLN	77.00
			443178894	032489	670-7000-473.45-05	PEST CONTROL 2/5/24 176 E LINCOLN	77.00
			443178895	032489	670-7000-473.45-05	PEST CONTROL 2/5/24 176 E LINCOLN	50.00
			443178902	032489	670-7000-473.45-05	PEST CONTROL 2/5/24 176 E LINCOLN	66.00
			444272792	032489	670-7000-473.45-05	PEST CONTROL 3/6/24 176 E LINCOLN	50.00
			444272837	032489	670-7000-473.45-05	PEST CONTROL - 2000153350	77.00
			444272909	032489	670-7000-473.45-05	PEST CONTROL-20000163928	66.00
			446547889	032489	670-7000-473.45-05	PEST CONTROL-20104958335	50.00
			446547935	032489	670-7000-473.45-05	PEST CONTROL-20104945305	66.00
			446547990	032489	670-7000-473.45-05	PEST CONTROL-20104947765	77.00
192218	7/25/2024	THOMPSON COBURN, LLP	3676361	032837	670-7010-473.33-02	LEGAL SVCS MAY 2024 RELIABILITY STNDRDS COMPL	64.27
			3676364	032837	670-7010-473.33-02	LEGAL SVCS MAY 2024 GENERATION RELATE ASSIGN	1,844.51
			3676365	032837	670-7010-473.33-02	LEGAL SVCS MAY 2024 TRANSMISSION	2,119.69
192219	7/25/2024	CHARTER COMMUNICATIONS	0014070070124		001-2060-446.26-09	COMM CENTER 7/1/24-7/31/24	40.11
192220	7/25/2024	U.S. BANK	7377090		375-4900-431.65-08	ADMIN FEES 6/1/24-5/31/25 FAIR OAKS RANCH	3,757.50
192221	7/25/2024	VERIZON WIRELESS SERVICES, LLC	9968059485		001-1000-411.26-05	CITY COUNCIL CELL PHONE 6/2/24-7/1/24	204.34
					001-1200-412.26-05	CITY MANAGER CELL PHONE 6/2/24-7/1/24	126.07
						OPPORTUNITY VILLAGE 6/2/24-7/1/24	267.48
					001-1200-412.89-48	OPP VIL EQUIPMENT 6/2/24-7/1/24	89.22
					001-1210-412.26-05	ECONOMIC DEV CELL PHONE 6/2/24-7/1/24	42.45
					001-1220-412.26-05	PUBLIC INFORM CELL PHONE 6/2/24-7/1/24	41.53
					001-1230-412.26-05	GRANTS CELL PHONE 6/2/24-7/1/24	55.49
					001-1300-412.26-05	HR CELL PHONE 6/2/24-7/1/24	88.06
					001-1400-412.26-05	CITY CLERK CELL PHONE 6/2/24-7/1/24	38.28
					001-1900-412.26-05	FINANCE CELL PHONE 6/2/24-7/1/24	227.65
					001-1910-412.26-05	PURCHASING CELL PHONE 6/2/24-7/1/24	46.53
					001-2060-446.26-05	GOV ACCESS CELL PHONE 6/2/24-7/1/24	26.28
					001-2200-421.26-05	POLICE CELL PHONE 6/2/24-7/1/24	2,061.97
					001-2210-421.26-05	DISPATCH CELL PHONE 6/2/24-7/1/24	68.25
					001-2300-424.26-08	ANIMAL CONTROL CELL PHONE 6/2/24-7/1/24	88.06
					001-2740-442.26-05	CODE ENFORCE CELL PHONE 6/2/24-7/1/24	194.65
					001-2800-441.26-05	PLANNING CELL PHONE 6/2/24-7/1/24	579.55
					001-3000-442.26-05	ENGINEERING CELL PHONE 6/2/24-7/1/24	251.14
					001-3200-412.26-05	BUILDING MAINT CELL PHONE 6/2/24-7/1/24	83.06

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192221	7/25/2024	VERIZON WIRELESS SERVICES, LLC	9968059485		001-3600-461.26-05	PARKS CELL PHONE 6/2/24-7/1/24	114.78
					001-4000-461.26-05	RECREATION CELL PHONE 6/2/24-7/1/24	283.37
					001-4000-461.36-09	OEP GRANT CELL PHONE 6/2/24-7/1/24	41.80
					001-4050-461.26-05	SENIOR CENTER CELL PHONE 6/2/24-7/1/24	41.53
					100-4900-431.26-05	STREETS CELL PHONE 6/2/24-7/1/24	302.05
					610-5800-434.26-05	TRANSIT CELL PHONE 6/2/24-7/1/24	1,051.08
					610-5850-434.26-05	DIAL-A-RIDE CELL PHONE 6/2/24-7/1/24	225.62
					660-6300-471.26-05	WATER CELL PHONE 6/2/24-7/1/24	890.35
					670-7000-473.26-05	ELECTRIC CELL PHONE 6/2/24-7/1/24	1,962.93
					670-7000-473.89-48	ELECTRIC DEPT EQUIPMENT 6/2/24-7/1/24	3,533.52
					680-8000-454.26-05	WASTEWATER CELL PHONE 6/2/24-7/1/24	151.24
					702-3800-480.26-05	FLEET CELL PHONE 6/2/24-7/1/24	88.65
					703-3700-480.26-05	INFO SERVICES CELL PHONE 6/2/24-7/1/24	186.12
					761-3100-480.26-05	UTILITY BILLING CELL PHON 6/2/24-7/1/24	82.81
					761-3110-480.26-05	METER SERVICES CELL PHONE 6/2/24-7/1/24	193.18
192222	7/25/2024	VILLEGAS, JOSE	NOV23-APR24		670-7000-357.38-10	MEDICAL DISCOUNT NOV23-APR24 PAYMENTS	120.00
					675-7020-473.42-36	LOW INCOME DISCOUNT NOV23-APR24 PAYMENTS	195.00
192223	7/25/2024	WELDOR'S SUPPLY AND STEEL	40589	033005	001-3600-461.30-06	REPAIR/REBUILD MOBILE	4,500.00
192224	7/25/2024	WILLDAN ENGINEERING	002-30397A	030055	001-2700-442.33-11	B&S SERVICES NOV 2023	43,515.00
			002-31690	030055	001-2700-442.33-11	B&S SERVICES APRIL 2024	49,095.00
			002-31691	030055	001-2700-442.33-11	PARDEE HOME REV/INSP APRIL 2024	16,035.00
			002-31850	030055	001-2700-442.33-11	B&S SERVICES MAY 2024	56,593.75
			002-31851	030055	001-2700-442.33-11	PARDEE HOME REV/INSP MAY 2024	18,000.00
			002-32036	030055	001-2700-442.33-11	B&S SERVICES JUNE 2024	48,942.50
			002-32037	030055	001-2700-442.33-11	PARDEE HOME REV/INSP JUNE 2024	16,195.00
9007932	7/1/2024	CA. ST. EMPLOYMENT DEV. DEPT.	PPE 06/23/2024		001-0000-204.12-00	STATE INCOME TAX PPE 06/23/24 PD 06/28/24	61,651.00
9007933	7/1/2024	INTERNAL REVENUE SERVICE	PPE 06/23/2024		001-0000-204.11-00	FEDERAL INCOME TAX PPE 06/23/24 PD 06/28/24	135,119.61
					001-0000-204.13-00	ADD'L MEDICARE PPE 06/23/24 PD 06/28/24	195.52
						FICA MEDICARE/REGULAR PPE 06/23/24 PD 06/28/24	173,366.62
9007934	7/1/2024	TASC	PPE 06/23/2024		001-0000-204.80-15	TASC NESP PPE 06/23/24 PD 06/28/24	1,111.46
9007935	7/2/2024	WELLS FARGO BANK	PPE 06/23/2024		001-0000-204.80-14	VEBA CONTRIBUTIONS PPE 06/23/24 PD 06/28/24	300.00
9007936	7/2/2024	INTERNAL REVENUE SERVICE	MC 06/29/2024		001-0000-204.11-00	FEDERAL INCOME TAX MC 06/29/2024 RUSH	14,892.97
					001-0000-204.13-00	FICA MEDICARE/REGULAR MC 06/29/2024 RUSH	10,476.70
9007937	7/3/2024	CORPORATION SERVICE COMPANY	8345718-070124		001-2740-442.23-07	PENDENCY NOTICE APN 541-091-014	7.00
						PENDENCY NOTICE APN 541-091-015	7.00
9007938	7/3/2024	CA. ST. EMPLOYMENT DEV. DEPT.	MC 06/29/2024		001-0000-204.12-00	STATE INCOME TAX MC 06/29/2024 RUSH	4,943.91
9007939	7/5/2024	CORPORATION SERVICE COMPANY	8345718-070224		001-1400-412.23-07	PROCESSING FEES (3) RIV CO RECORDER OFFICE	21.00
9007940	7/5/2024	EMPOWER ANNUITY INSURANCE COMPANY	MC 06/29/2024		001-0000-204.16-00	457 LOAN PAYMENTS MC 06/29/2024 RUSH	30.00
						457 PRE TAX CONTRIBUTIONS MC 06/29/2024 RUSH	55.00
						457 ROTH CONTRIBUTIONS MC 06/29/2024 RUSH	106.55
9007941	7/5/2024	EMPOWER ANNUITY INSURANCE COMPANY	PPE 06/23/2024		001-0000-204.16-00	457 LOAN PAYMENTS PPE 06/23/24 PD 06/28/24	9,898.75
						457 PRE TAX CONTRIBUTIONS PPE 06/23/24 PD 06/28/24	40,976.32
						457 ROTH CONTRIBUTIONS PPE 06/23/24 PD 06/28/24	1,030.00
9007942	7/8/2024	WELLS FARGO CARD SERVICES INC	WELLS ONE JUN24		001-1000-411.23-05	BIA FY25 EXP WALLACE-WATER CONF REG	125.00
						LOCC C00016 SANCHEZ-LOCC CONF REG	650.00
					001-1000-411.36-07	LAVILLABURGERS 6/25 COB COUNCIL AND STAFF	164.38
					001-1200-412.23-03	APPLE.COM/BILL APPLE ICLOUD STORAGE	0.99
					001-1200-412.23-04	USPS.COM CLICKNSHIP LETTER-555 S 22ND STREET	9.85
					001-1200-412.23-05	ICMA ONLINE ICMA CONF REG SCHULZE	855.00
						KAFE ROYALE MAYORS & CM BRKFAST	20.88
						LOCC RIV CNTY DIV MEETING REG	60.00
						MARRIOTT DESERT 6/5-6 JACKSON-LOCAL GOVT CONF	206.35
					001-1200-412.36-00	DRAGONBAZ.XYZ DISPUTED-CARD CANCELLED	39.95
					001-1200-412.36-07	RUSSOS ITALIAN KITCHEN SUPERC AI REPS	43.28
					001-1200-412.41-46	NEXTDAYFLYERS EXPANDABLE BANNER	490.94
					001-1210-412.23-03	ICSC-NY REFUND DUES-WURTZ	(100.00)
					001-1210-412.23-05	CHAMBER CA COB CHAMBER-M LOPEZ	85.00
					001-1210-412.41-46	4IMPRINT INC LOGO TABLECLOTH	437.78

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9007942	7/8/2024	WELLS FARGO CARD SERVICES INC	WELLS ONE JUN24		001-1210-412.41-46	AMAZON.COM RAFFLE-JULY 4TH EVENT	323.24
					001-1220-412.23-03	CAPIO-CA ASSOC OF PIO RILEY-CAPIO MEMBERSHIP	275.00
					001-1300-412.23-01	CANVA GRAPHICS FEE	12.99
					001-1300-412.23-04	USPS PO LEGAL DOCUMENTS	13.10
					001-1300-412.23-05	DLRRM RESPASSKEY 6/27-28 WALKER-HR LAW CONF	408.33
						ENTERPRISE 6/6-9 JEWS-PIHRA CONF	173.73
						FLOYD SKEREN & MANUKIAN HR LAW CONF-BENAVIDES	350.00
						FLOYD SKEREN & MANUKIAN HR LAW CONF-WALKER	350.00
						GAYLORD OPRY 6/6-9 JEWS-PIHRA CONF	163.89
						RESIDENCE INN 6/27-28 BENAVIDES EMPLOY LAW	0.00
						RESIDENCE INN 6/27-28 BENAVIDES-HR LAW CONF	326.90
						SOCIETYFORHUMANRESOURCE VIRTUAL CONF-HR STAFF	1,595.00
					001-1300-412.36-00	AMAZON MKTPL BULLETIN BOARD DECOR	203.39
						AMAZON.COM FLASHDRIVES 2-2PK	43.08
						SMART AND FINAL WATER	20.63
						SMARTFINAL STAFF TRAINING 6/26-7/1	189.97
					001-1300-412.36-07	DOORDASH LAVILLA INTERVIEW PANEL	58.71
					001-1300-412.41-15	CAFEORGANIX 6/18 EMPLOYEE APPRECIATION	120.59
						IN-N-OUT BURGERS 6/18 EMPLOYEE APPRECIATION	2,032.23
					001-1400-412.23-02	ASSESSOR CLERK RECORDER RECORDS FOR PW	16.36
					001-1400-412.23-03	CITY CLERKS ASSOC PATTON-FY25 DUES	250.00
					001-1900-412.23-05	ACFE ACFE VIRTUAL CONF-REG	945.00
						CSMFO INTERM GOVT ACCT-WEBINAR	200.00
					001-2060-446.23-03	GOOGLE YOUTUBEPREMIUM YOUTUBE SUBSCRIPTION	13.99
					001-2060-446.36-00	BEST BUY SD CARD-CAMERA	39.85
					001-2200-421.23-06	DUI CHECKPOINT 7/8 DEUSENBERRY DUI COURSE	159.00
						ISLANDHOTELMARINA 5/27-31 MENDOZA-SCGC 2024 CONF	716.00
						SUN RIDGE 10/7-11 RIMS CONF REG FUENTES	1,315.00
						SUN RIDGE 10/7-11 RIMS CONF REG SMITH	1,315.00
						SUN RIDGE 10/7-11 RIMS CONF REG SORIANO	1,315.00
						SUN RIDGE 10/7-11 RIMS CONF REG STONE	1,315.00
						VITAL CHEK JAN 2024 CAMPA-MOTOR SCHOOL 1OF3	2,003.00
						VITAL CHEK JAN 2024 CAMPA-MOTOR SCHOOL 2OF3	2,003.00
						VITAL CHEK JAN 2024 CAMPA-MOTOR SCHOOL 3OF3	98.00
					001-2200-421.23-07	SHRED-IT PAPER SHREDDING	530.20
					001-2200-421.30-05	DMV UNIT#97 CC PROCESS FEE	75.21
						DMV UNIT#97 DMV REGISTRATION	3,581.00
						MIDNIGHT WINDOW TINT VEHICLE WINDOW TINT #40	592.00
						SHELL OIL-MAY 2024 CAR WASH-PATROL VEHICLES	70.00
					001-2200-421.36-00	THE HOME DEPOT AIR GAUGE	33.36
					001-2200-421.36-01	DOOLEY ENTERPRISES AMMO	4,884.85
					001-2200-421.36-04	P & P UNIFORMS UNIFORMS AND EQUIPMENT	1,554.80
						V AND V MANUFACTURING UNIFORM BADGES	386.81
					001-2200-421.36-07	RUSSOS ITALIAN KITCHEN RETIREMENT/GOING AWAY	134.69
					001-2200-421.36-62	AMZN MKTP US TABLE-WELLNESS RM	32.31
						AMZN MKTP US TRAY/SIGN-WELLNESS RM	35.54
						PEAVEY CORP SPECIAL SUPPLIES-P&E	266.90
						VEOLIA ENVIRONMENTAL SPECIAL SUPPLIES-P&E	133.10
					001-2800-441.36-00	DOLLAR TREE TABLECLOTHS	10.78
					001-2800-441.36-07	SUPER SUB MISSION HILLS CHARETTE	307.90
					001-3000-442.36-00	EASI FILE HANGER STRIPS-RECORDS	794.69
					001-3600-461.38-50	JONS FLAGS & POLES FLAG POLE SUPPLIES-PARKS	694.91
					001-4000-461.23-03	WHEN I WORK SCHEDULING SOFTWARE	160.00
						WHENIWORK.COM SCHEDULING SOFTWARE	12.50
					001-4000-461.23-06	AM RED CROSS 6/7-7/1 RED CROSS CLASSES 1OF2	240.00
						AM RED CROSS 6/7-7/1 RED CROSS CLASSES 2OF2	48.00
					001-4000-461.36-00	CINEMARK THEATRES POPCORN-EWF EVENT	23.20
						DOMINOS PIZZA-EWF EVENT	116.24

City of Banning
Warrant List Detail July 2024

Warrant Number	Warrant Date	Vendor Name	Invoice Number	P.O. Number	Account Number	Payment Description	Warrant Amount
9007942	45481	WELLS FARGO CARD SERVICES INC	WELLS ONE JUN24		001-4000-461.36-00	SMART AND FINAL DEPT SUPPLIES	57.03
						SMART AND FINAL GLOVES/POPCORN-EWF EVENT	39.84
						SMART AND FINAL SNACK BAR SPLY-EWF EVENT	79.96
					001-4000-461.36-09	STATER BROS DAY CAMP CRAFT SUPPLIES	47.14
					001-4000-461.36-11	DOORDASH VONS 6/14 BIG BEAR DISCOVERY OEP	145.19
						PANERA BREAD 6/21 OEP LA BREA TAR PITS	175.98
						SMART AND FINAL 6/14 BIG BEAR DISCOVERY OEP	4.89
					001-4000-461.42-31	ENTERPRISE 6/14 BIG BEAR DISCOVERY OEP	186.60
						LA BREA TAR PITS 6/28 DUP-REFUND PENDING	18.00
						LA BREA TAR PITS 6/28 PARKING FEE-OEP	18.00
						SHELL OIL 6/22 LA BREA TAR PITS OEP	45.00
					001-4010-461.36-22	SMART AND FINAL AQUATICS CONCESSION SPLY	995.28
					001-4020-461.36-09	DOMINOS DAY CAMP PROGRAM	77.49
						TARGET DAY CAMP SUPPLIES	27.38
					001-4050-461.36-00	SUPER SUBS 6/22 HAVANA NIGHT DANCE	344.75
					001-5400-446.41-58	FIVE BELOW 4TH OF JULY PRIZES	155.32
					670-0000-116.21-00	PAYPAL-IPSY EE PERSONAL CHRG-PD COB	17.23
					670-7000-473.23-04	THE UPS STORE UPS SHIPMENT	11.32
					670-7000-473.23-06	EUCI (ONLINE) EUCI CONF REG STEFFENS	1,295.00
					670-7000-473.36-00	FAST 5 XPRESS BEAUMONT CAR WASH SUBSCRIPTION	39.99
						OFFICE DEPOT DEPT SUPPLIES	809.98
					670-7000-473.41-29	PAYPAL PURCHASE ERROR	51.70
						PAYPAL RETURN-PURCHASE ERROR	(51.70)
					675-7020-473.23-03	NETWORK SOLUTIONS SECURITY SUBSCRIPTION	14.98
					675-7020-473.41-46	MCDONALDS MARKETING MEETING	21.53
						PANERA BREAD 6/18 MARKETING MEETING	29.26
						SMART AND FINAL SUMMER DAY CAMP	60.39
					702-3800-480.38-52	EBAY #243-BRAKE RELAY VALVE	198.02
						HI-VAC CORPORATION #902-SOLENOID/VALVES	1,255.78
						KPAUL - SDVOSB #52-SERPENTINE BELT	24.15
					703-3700-480.89-49	WWW.ANYDESK.COM CURRENCY CONVERSION FEE	3.59
						WWW.ANYDESK.COM REMOTE ACCESS SOFTWARE	358.80
					761-3100-480.23-05	RIV CNTY SYMPOSIUM 6/13 MANCIA-ELDER ABUSE	60.54
						RIV CNTY SYMPOSIUM 6/13 MASCORRO-ELDER ABUSE	60.54
					761-3100-480.36-00	WWW COSTCO COM OFFICE SUPPLIES	114.57
					810-9700-490.90-59	CASA CRUZ RESTAURANT OPV CLIENT LUNCH	329.10
						CHEVRON 0379449 WATER/ENERGY DRINKS	25.07
						CHIPOTLE OPV CLIENT LUNCH	33.89
						FAST 5 XPRESS BEAUMONT AFTER COMM CLEAN UP	39.00
						FOOD4LESS WATER	19.99
						GREYHOUND 6/13 K MOONEY-MCALASTER TX	233.91
						JACK IN THE BOX A MORALES	5.04
						LYFT RIDE 6/18 12PM A MORALES-RIVERSIDE	68.82
						PT DISCOUNT MART WATER	24.14
						RITE AID GIFT CARDS-COMM CLEAN UP	329.70
						SMART AND FINAL CLEANING/PANTRY ITEMS	102.82
						WIENERSCHNITZEL OPV CLIENT LUNCH	36.94
9007943	7/8/2024	CORPORATION SERVICE COMPANY	8345718-070324		001-1400-412.23-07	FEE ERROR (REFUND PENDING RIV CO RECORDER OFFICE	276.00
						PROCESSING FEES (1) RIV CO RECORDER OFFICE	7.00
9007944	7/9/2024	AMERICAN FIDELITY ASSURANCE	2332407A		001-0000-204.80-04	HEALTH FSA 06/01/24-06/15/24	3,123.75
					001-0000-204.80-05	DEPENDENT CARE 06/01/24-06/15/24	653.33
			2332408A		001-0000-204.80-04	HEALTH FSA 06/16/24-06/30/24	3,123.75
					001-0000-204.80-05	DEPENDENT CARE 06/16/24-06/30/24	653.33
9007945	7/9/2024	CA. ST. PUBLIC EMPLOYEES	100000017575142		001-0000-204.31-00	ANTHEM BL CROSS JULY 2024	1,682.26
						BL SHIELD ACCESS JULY 2024	16,040.98
						BL SHIELD TRIO JULY 2024	83,576.13
						BL SHIELD TRIO JULY 2024 (RETRO)	1,832.19
						KAISER HMO JULY 2024	63,694.22

City of Banning
Warrant List Detail July 2024

Warrant Number	Warrant Date	Vendor Name	Invoice Number	P.O. Number	Account Number	Payment Description	Warrant Amount
9007945	45482	CA. ST. PUBLIC EMPLOYEES	100000017575142		001-0000-204.31-00	PERS GOLD JULY 2024	6,439.30
						PERS PLATINUM JULY 2024	6,788.82
						PERS PLATINUM JULY 2024 (RETRO)	1,131.47
					001-1300-412.15-52	PA BILLING ER SHARE-RETIR JULY 2024	78.50
					001-1300-412.41-18	ADMIN FEE FOR ACTIVE JULY 2024	586.09
					001-1300-412.41-19	ADMIN FEE FOR RETIRED JULY 2024	34.51
					001-2700-442.15-50	BL SHIELD ACCESS JUL 24-RUSH (1OF3)	1,180.37
					001-2800-441.15-50	BL SHIELD ACCESS JUL 24-RUSH (1OF3)	786.92
9007946	7/9/2024	CA. ST. PUBLIC EMPLOYEES	100000017575143		001-0000-204.31-00	BL SHIELD ACCESS JULY 2024	1,967.29
						BL SHIELD TRIO JULY 2024	1,832.19
						KAISER HMO JULY 2024	1,730.82
						PERS PLATINUM JULY 2024	1,131.47
					001-1300-412.41-18	ADMIN FEE FOR ACTIVE JULY 2024	21.32
9007947	7/9/2024	CA. ST. PUBLIC EMPLOYEES	PPE 06/09/2024		001-0000-204.20-00	RETIREMENT BENEFITS PPE 06/09/24 PD 06/14/24	169,894.18
9007948	7/12/2024	WELLS FARGO BANK	PPE 07/07/2024		001-0000-204.10-00	PAYROLL PPE 07/07/24 PD 07/12/24	641,126.03
9007949	7/15/2024	CA. ST. EMPLOYMENT DEV. DEPT.	PPE 07/07/2024		001-0000-204.12-00	STATE INCOME TAX PPE 07/07/24 PD 07/12/24	45,431.13
9007950	7/15/2024	INTERNAL REVENUE SERVICE	PPE 07/07/2024		001-0000-204.11-00	FEDERAL INCOME TAX PPE 07/07/24 PD 07/12/24	93,163.47
					001-0000-204.13-00	ADD'L MEDICARE PPE 07/07/24 PD 07/12/24	134.50
						FICA MEDICARE/REGULAR PPE 07/07/24 PD 07/12/24	145,451.86
9007951	7/15/2024	TASC	PPE 07/07/2024		001-0000-204.80-15	TASC NESP PPE 07/07/24 PD 07/12/24	1,111.46
9007952	7/17/2024	WELLS FARGO BANK	PPE 07/07/2024		001-0000-204.80-14	VEBA CONTRIBUTIONS PPE 07/07/24 PD 07/12/24	300.00
9007953	7/17/2024	WINDSTREAM SERVICES, LLC	76500291		001-2200-421.26-05	PHONE SVCS-125 E RAMSEY 05/27/24-06/26/24	986.86
9007954	7/17/2024	WINDSTREAM SERVICES, LLC	76499525		705-4500-412.26-05	PHONE SVCS-99 E RAMSEY 05/27/24-06/26/24	5,736.98
9007955	7/17/2024	WINDSTREAM SERVICES, LLC	76500750		705-4500-412.26-05	PHONE SVCS-176 E LINCOLN 05/27/24-06/26/24	965.31
9007956	7/19/2024	WELLS FARGO BANK	PPE 07/19/2024		001-0000-204.10-00	PAYROLL (SUPP) PD 07/19/24 HLTH/RETENT	128,781.93
9007957	7/19/2024	INTERNAL REVENUE SERVICE	MC 07/18/2024		001-0000-204.13-00	FICA MEDICARE/REGULAR MC 07/18/2024 MONTES	957.56
9007958	7/22/2024	CA. ST. EMPLOYMENT DEV. DEPT.	PPE 07/19/2024		001-0000-204.12-00	STATE INCOME TAX PD 07/19/24 HLTH/RETENT	6,992.28
9007959	7/22/2024	EMPOWER ANNUITY INSURANCE COMPANY	PPE 07/07/2024		001-0000-204.16-00	457 LOAN PAYMENTS PPE 07/07/24 PD 07/12/24	10,288.10
						457 LOAN PAYOFF-COFFEY PPE 07/07/24 PD 07/12/24	(94.93)
						457 PRE TAX CONTRIBUTIONS PPE 07/07/24 PD 07/12/24	34,084.79
						457 ROTH CONTRIBUTIONS PPE 07/07/24 PD 07/12/24	1,000.00
9007960	7/22/2024	INTERNAL REVENUE SERVICE	PPE 07/19/2024		001-0000-204.11-00	FEDERAL INCOME TAX PD 07/19/24 HLTH/RETENT	11,253.33
					001-0000-204.13-00	FICA MEDICARE/REGULAR PD 07/19/24 HLTH/RETENT	24,358.70
9007961	7/23/2024	CA. ST. PUBLIC EMPLOYEES	PPE 06/23/2024		001-0000-204.20-00	RETIREMENT BENEFITS PPE 06/23/24 PD 06/28/24	167,854.81
						PERS ADJUST KEY ERROR	(21.96)
9007962	7/24/2024	CA. ST. BOARD OF EQUAL. - FUEL	JUN 2024		702-3800-480.41-04	UNDERGROUND STORAGE TANK QTR END JUN 2024	487.00
9007963	7/25/2024	CA. ST. PUBLIC EMPLOYEES	100000017589847		001-0000-151.40-10	UAL MISC CLASSIC (636) FY2025-FULL PAYMENT	2,550,194.00
9007964	7/25/2024	CA. ST. PUBLIC EMPLOYEES	100000017589859		001-0000-151.40-10	UAL SAFETY CLASSIC (4046) FY2025-FULL PAYMENT	1,582,317.00
9007965	7/25/2024	CA. ST. PUBLIC EMPLOYEES	100000017589869		001-0000-151.40-10	UAL SAFETY PEPRA (25529) FY2025-FULL PAYMENT	8,406.00
9007966	7/25/2024	CA. ST. PUBLIC EMPLOYEES	100000017589877		001-0000-151.40-10	UAL SAFETY CLASSIC (30132 FY2025-FULL PAYMENT	5,113.00
9007967	7/26/2024	WELLS FARGO BANK	PPE 07/21/2024		001-0000-204.10-00	PAYROLL PPE 07/21/24 PD 07/26/24	630,565.43
9007968	7/29/2024	CA. ST. EMPLOYMENT DEV. DEPT.	PPE 07/21/2024		001-0000-204.12-00	STATE INCOME TAX PPE 07/21/24 PD 07/26/24	45,358.15
9007969	7/29/2024	INTERNAL REVENUE SERVICE	PPE 07/21/2024		001-0000-204.11-00	FEDERAL INCOME TAX PPE 07/21/24 PD 07/26/24	99,792.16
					001-0000-204.13-00	ADD'L MEDICARE PPE 07/21/24 PD 07/26/24	104.83
						FICA MEDICARE/REGULAR PPE 07/21/24 PD 07/26/24	143,950.86
9007970	7/29/2024	TASC	PPE 07/21/2024		001-0000-204.80-15	TASC NESP PPE 07/21/24 PD 07/26/24	1,111.46
9007971	7/30/2024	WELLS FARGO BANK	PPE 07/21/2024		001-0000-204.80-14	VEBA CONTRIBUTIONS PPE 07/21/24 PD 07/26/24	300.00
Grand Total							**14,165,526.71**

Less Voided / Reissued Checks from Prior Period	**-**
Less Voided Checks Prior Period	**(251.11)**
Add Payroll Checks	**27,804.26**
Total Remittance for Month	**14,193,079.86**

Voided Checks

July 2024

Issue Date	Check (Original)	Vendor #	Reason	Void Amount	Check (Reissue)	Vendor #	Reissued Amount
4/11/2024	191049	1370	INCORRECT INVOICE	$ 251.11			
TOTALS				**$ 251.11**			**$0.00**

Payroll

July 2024

Start	End	Date	Description		Check Total
13566	13587	7/12/2024	Warrant Register	$	11,457.10
13588	13589	7/18/2024	Warrant Register	$	5,329.19
none	none	7/19/2024	Warrant Register	$	-
13590	13610	7/26/2024	Warrant Register	$	11,017.97
TOTALS				**$**	**27,804.26**
	CHECKS USED	**45**			

Dept/Div Activity	Check Payee	Social Security	Check Number	Amount
	RIVERSIDE COUNTY SHERIFF - SCS		13566	458.54
1900-412	GERONIMO, ALEJANDRO	2661	13567	.00
1900-412	PHILLIPS, JOYCE Y	6549	13568	.00
	CALIF. STATE DISBURSEMENT UNIT		13569	161.07
	CALIF. STATE DISBURSEMENT UNIT		13570	427.38
	TEXAS CHILD SUPPORT SDU		13571	550.62
4000-461	GAITER, MARIAH	2531	13572	773.49
4000-461	GARCIA, DONNA	2558	13573	592.99
4000-461	JOHNSON, KAIANA J	3809	13574	508.28
	CALIF. STATE DISBURSEMENT UNIT		13575	241.15
4000-461	MONTES, ALEXIS D	5374	13576	813.99
4010-461	AVALOS, ALEX M	576	13577	596.26
4010-461	BARON, BYRON	178	13578	1,002.35
4010-461	ECKMAN, GRACE J	2186	13579	664.09
4010-461	FLOYD, ANTHONY P	2394	13580	916.18
4010-461	ODENBAUGH, JONATHAN	6070	13581	457.50
4010-461	SANTOS, ABIEGAIL M	184	13582	1,125.53
4010-461	SCARRY, COLE	7674	13583	878.21
4010-461	STOKES, AALIYAH M	8186	13584	649.91
4010-461	TREJO, ADRIAN	186	13585	334.33
	CALIF. STATE DISBURSEMENT UNIT		13586	255.23
	FRANCHISE TAX BOARD		13587	50.00
	Total Checks -		22	11,457.10

Dp/Dv/Act: 22 00 421 POLICE/POLICE/PUBLIC SAFETY POLICE

Employee	Employee Number	Check Date	Gross Pay	With Hold	Net Pay	Advance Out	Payed Back	Dir Dep	Check Amount	Check Number
MONTES-GONZALEZ, NATHAN Manual	496	7/18/24	7404.01	2235.89	5168.12	.00	.00	.00	5168.12	13588
***** Division Totals ***** 1 Employees 1 Checks			7404.01	2235.89	5168.12	.00	.00	.00	5168.12	
**** Department Totals **** 1 Employees 1 Checks			7404.01	2235.89	5168.12	.00	.00	.00	5168.12	

Dp/Dv/Act: 00 00 000

Employee	Employee Number	Check Date	Gross Pay	With Hold	Net Pay	Advance Out	Payed Back	Dir Dep	Check Amount	Check Number
DEDUCTION CHECKS Regular		7/18/24	.00	161.07-	161.07	.00	.00	.00	161.07	13589
***** Division Totals ***** 1 Employees 1 Checks			.00	161.07-	161.07	.00	.00	.00	161.07	
**** Department Totals **** 1 Employees 1 Checks			.00	161.07-	161.07	.00	.00	.00	161.07	

Dept/Div Activity	Check Payee	Social Security	Check Number	Amount

Total Checks - .00

Dept/Div Activity	Check Payee	Social Security	Check Number	Amount
	RIVERSIDE COUNTY SHERIFF - SCS		13590	562.32
1900-412	GERONIMO, ALEJANDRO	2661	13591	.00
1900-412	PHILLIPS, JOYCE Y	6549	13592	.00
	CALIF. STATE DISBURSEMENT UNIT		13593	427.38
	TEXAS CHILD SUPPORT SDU		13594	550.62
	FRANCHISE TAX BOARD		13595	628.67
4000-461	GAITER, MARIAH	2531	13596	847.72
4000-461	GARCIA, DONNA	2558	13597	677.71
	CALIF. STATE DISBURSEMENT UNIT		13598	241.15
4000-461	MONTES, ALEXIS D	5374	13599	739.77
4010-461	AVALOS, ALEX M	576	13600	364.01
4010-461	BARON, BYRON	178	13601	674.74
4010-461	ECKMAN, GRACE J	2186	13602	777.51
4010-461	FLOYD, ANTHONY P	2394	13603	970.01
4010-461	ODENBAUGH, JONATHAN	6070	13604	428.78
4010-461	SANTOS, ABIEGAIL M	184	13605	1,054.63
4010-461	SCARRY, COLE	7674	13606	790.67
4010-461	STOKES, AALIYAH M	8186	13607	674.73
4010-461	TREJO, ADRIAN	186	13608	302.32
	CALIF. STATE DISBURSEMENT UNIT		13609	255.23
	FRANCHISE TAX BOARD		13610	50.00
	Total Checks -		21	11,017.97

CITY OF BANNING
STAFF REPORT

TO: **CITY COUNCIL**

FROM: **Douglas Schulze, City Manager**

PREPARED BY: **A'ja Wallace,**
Lincoln Bogard, Administrative Services Director

MEETING DATE: **September 10, 2024**

SUBJECT: **Receive and File Cash and Investments Report for the Month of July 2024**

RECOMMENDATION:

That City Council receive and file Cash and Investment Report for July 2024 on this day, September 10, 2024, in accordance with California Government Code 53646.

BACKGROUND:

The City's investment portfolio is compliant with its Investment Policy and Pooled Cash is expected to meet all disbursement requirements for the next six months.

JUSTIFICATION:

UNRESTRICTED CASH AND INVESTMENTS:

Cash & Investments	June 2024	July 2024
Funds under Control of the City:		
Petty Cash / Cash on Hand	$4,055.00	$4,055.00
Sub-Total	**$4,055.00**	**$4,055.00**
Checking and Savings:		
Wells Fargo - General Account - XXXXX5798	$12,550,500.60	$8,582,053.99
Bank of America - Parking Citations - XXXXXX8776	$144,614.30	$145,094.53
Bank of America - Airport Visa - XXXXXX7548	$594,899.26	$598,681.90
Bank of America - CNG Charge Acct - XXXXXX5594	$79,091.90	$79,091.90
Sub-Total	**$13,369,106.06**	**$9,404,922.32**
See Investment Report for Details of the following investments:		
State of California, Local Agency Investment Fund	**$18,374,566.99**	**$23,600,097.23**
% of Investments in LAIF	**47%**	**47%**
US Bank City of Banning Investment Custody Account XXXXX6000	**$21,001,179.74**	**$21,022,044.54**

Cash and Investments	$52,748,907.79	$54,031,119.09

RESTRICTED CASH AND INVESTMENTS:

Cash & Investments	May 2024	June 2024
Cash with Fiscal Agents		
US Bank		
2015 Water Revenue Bonds-BUA Water Projects - 258228005	$865,965.66	$869,344.99
2015 Water Revenue Bonds-BUA Water Projects - 258228000	$3,707.96	$3,722.43
2019 Wastewater Revenue Bond - 254226002	$117,503.84	$117,504.80
2019 Wastewater Revenue Bonds 254226000	$115,040.95	$115,041.89
2019 Wastewater Revenue Bonds - BUA Water Projects - Previous Balance less amount required for Refunding - 254226006	$2,502,973.93	$2,502,994.43
2015 Electric Revenue Bond-Acquisition & Construction Fund - 262685003	$2,481.15	$2,490.83
2015 Electric Revenue Bond-Acquisition & Construction Fund - 262685000	$10,240.66	$10,778.77
Successor Agency of the Dissolved Redevelopment Agency of the City of Banning Tax Allocation Bonds Series 2016 (Taxable) Unexpended Proceeds Fund - 277166005	$7,687,380.71	$7,687,412.31
Successor Agency of the Dissolved Redevelopment Agency of the City of Banning Tax Allocation Bonds Series 2016 (Taxable) Revenue Fund - 277166000	$0.00	$0.00
Improvement Dist No 2004-1 (Fair Oaks Ranch Estates) Limited Obligation Improvement Bonds Series 2005A Principal Acct-789582001	$0.00	$0.00
Improvement Dist No 2004-1 (Fair Oaks Ranch Estates) Limited Obligation Improvement Bonds Series 2005A Reserve Fund-789582003	$186,063.02	$186,054.47
PERMA Member Trust Account xxx-xxxx-101.12-00	$2,678,579.45	$2,678,579.45
CAISO - City of Banning XXXXX6994	$125,826.43	$120,474.38

City of Banning - XXXXX5920 - Riverside Public Utilities (RPU)	$806,586.83	$309,235.01
Cash with Fiscal Agents US Bank	**$15,102,350.59**	**$14,603,633.76**
Restricted Investment in SCPPA Project Stabilization Fund		
Project Stabilization Fund	**$952,200.02**	**$983,429.77**
Total Restricted Cash and Investments	**$16,054,550.61**	**$15,587,063.53**
Grand Total Cash and Investments	**$68,803,458.40**	**$69,618,182.62**

BOND RESERVE INSURANCE POLICIES:

Insurance Policy and Purpose	Market Value
2015 Electric Revenue Bond-Reserve Fund - 262685002 - Market Value	$2,428,543.76
Successor Agency of the Dissolved Redevelopment Agency of the City of Banning Tax Allocation Bonds Series 2016 (Taxable) Reserve Fund- 277166004 Market Value	$2,205,497.50

FISCAL IMPACT:

Not applicable.

I hereby certify that the investment activity for this reporting period conforms with the investment policy adopted by the City of Banning's City Council and the California Government Code Section 53601.

I also certify that there exists adequate pooled cash available to meet the City's disbursement requirements for at least the next six months.

ALTERNATIVES:

Not applicable.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Attachment 1-Investment Report July 2024.pdf
2. Attachment 2-City of Banning Broker Report July 2024.pdf
3. Attachment 3-LAIF Market Valution July 2024.pdf
4. Attachment 4-PMIA-LAIF Performance Report July 2024.pdf

City of Banning
Report of Investments
July 2024

Investment Held by	Investment Name	Investment Type	CUSIP Number	Standard & Poors Rating	Moodys Rating	Maturity Duration	Par	Market Yield	Market Price	Market Value/Accrued Int	Percentage of Investments
State of California, Local Agency Investment Fund											
	City of Banning	Pooled Investment	N/A	N/A	N/A		$ 23,600,097.00	4.516	100.41145	$ 23,697,200.40	52.9%
	Successor Agency	Pooled Investment	N/A	N/A	N/A		$ 0.23	4.516	100.41145	$ 0.23	0.0%
							$ 23,600,097.23			**$ 23,697,200.63**	**52.9%**
US Bank- Broker Chandler Asset Management											
Government Agencies											
	Total ABS	Asset-Backed Securities	Various	AAA	Aaa	1.89	$ 540,000.00	5.000	101.177	$ 546,357.50	1.21%
	Total Agency	Federal Agencies	Various	AA+	Aaa	1.14	$ 12,200,000.00	5.030	98.178	$ 11,977,752.43	27.3%
	Total Commercial Paper	Paper	62479LL78	NA	A-1	0.26	$ 300,000.00	5.430	98.544	$ 295,632.00	0.7%
	Total Corporate	Corporate	Various	A+	A1	0.68	$ 4,090,000.00	5.210	99.605	$ 4,073,859.41	9.2%
	Total Money Market	Money Market/Mutual Funds	31846V401	AAA	Aaa	0.00	$ 30,674.72	4.770	100.000	$ 30,674.72	0.1%
	Total Cash	Cash and Equivalents	Various	AAA	Aaa	0.00	$ 1,369.82	0.000	100.000	$ 1,369.82	0.0%
	Total US Treasury	US Treasuries	Various	AA+	Aaa	0.36	$ 3,860,000.00	5.000	99.096	$ 3,825,113.24	8.7%
							$ 21,022,044.54			**$ 20,750,759.11**	**47.1%**
Total Investments							**$ 44,622,141.77**			**$ 44,447,959.75**	**100.0%**

**** See page 7-10 of Broker report for details by category***

CHANDLER ASSET MANAGEMENT

MONTHLY ACCOUNT STATEMENT

City of Banning | Account #11089 | As of July 31, 2024

CHANDLER ASSET MANAGEMENT | chandlerasset.com

Chandler Team:
For questions about your account, please call (800) 317-4747,
or contact clientservice@chandlerasset.com

Custodian:
US Bank

Information contained herein is confidential. We urge you to compare this statement to the one you receive from your qualified custodian. Please see Important Disclosures at the end of the statement.

PORTFOLIO SUMMARY

City of Banning | Account #11089 | As of July 31, 2024

Portfolio Characteristics

Average Modified Duration	0.91
Average Coupon	2.29%
Average Purchase YTM	3.56%
Average Market YTM	5.00%
Average Quality	AA+
Average Final Maturity	1.00
Average Life	0.94

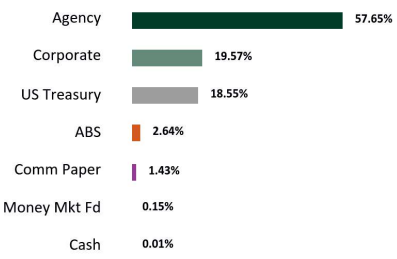
Account Summary

	Beg. Values as of 07/01/2024	End Values as of 07/31/2024
Market Value	20,501,414.03	20,614,980.62
Accrued Interest	106,583.58	135,778.50
Total Market Value	**20,607,997.60**	**20,750,759.12**
Income Earned	61,851.51	65,900.12
Cont/WD	0.00	0.00
Par	21,001,179.74	21,022,044.54
Book Value	20,890,632.11	20,925,692.20
Cost Value	20,812,528.48	20,836,514.52

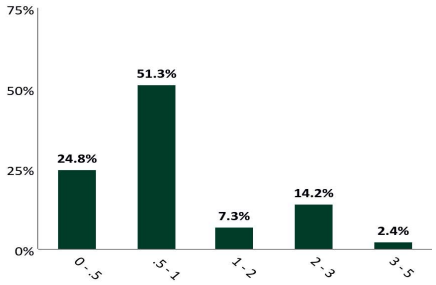
Top Issuers

Federal Home Loan Banks	43.66%
United States	18.55%
FHLMC	13.99%
Amazon.com, Inc.	2.39%
Exxon Mobil Corporation	2.37%
Mitsubishi UFJ Financial Group, Inc.	1.43%
Royal Bank of Canada	1.25%
Deere & Company	1.25%

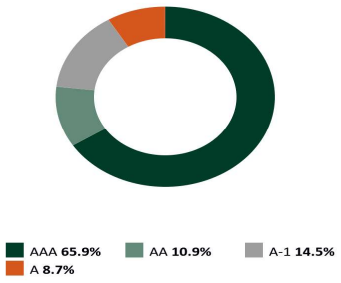
Sector Allocation



Maturity Distribution



Credit Quality



*See Footnote

Performance Review

Total Rate of Return	1M	3M	YTD	1YR	2YRS	3YRS	5YRS	10YRS	Since Inception (07/01/23)
City of Banning	0.69%	1.67%	2.49%	5.75%	--	--	--	--	5.47%
Benchmark Return*	0.54%	1.43%	2.97%	5.35%	--	--	--	--	5.25%

*Periods over 1 year are annualized.
Benchmark: ICE BofA 0-1 Year US Treasury Notes & Bonds Secondary Benchmark:
The credit quality is a weighted average calculation of the highest of S&P, Moody's' and Fitch

STATEMENT OF COMPLIANCE

CHANDLER ASSET MANAGEMENT

City of Banning | Account #11089 | As of July 31, 2024

Rules Name	Limit	Actual	Compliance Status	Notes
AGENCY MORTGAGE SECURITIES (CMOS)				
Max % (MV)	100.0	0.0	Compliant	
Max % Issuer (MV)	30.0	0.0	Compliant	
Max Maturity (Years)	5.0	0.0	Compliant	
ASSET-BACKED SECURITIES (ABS)				
Max % (MV; Non Agency ABS & MBS)	20.0	2.6	Compliant	
Max % Issuer (MV)	5.0	1.1	Compliant	
Max Maturity (Years)	5	4	Compliant	
Min Rating (AA- by 1)	0.0	0.0	Compliant	
BANKERS' ACCEPTANCES				
Max % (MV)	40.0	0.0	Compliant	
Max % Issuer (MV)	5.0	0.0	Compliant	
Max Maturity (Days)	180	0.0	Compliant	
Min Rating (A-1 by 1 or A- by 1)	0.0	0.0	Compliant	
CERTIFICATE OF DEPOSIT PLACEMENT SERVICE (CDARS)				
Max % (MV)	30.0	0.0	Compliant	
Max Maturity (Years)	5.0	0.0	Compliant	
COLLATERALIZED BANK DEPOSITS				
Max Maturity (Years)	5.0	0.0	Compliant	
COLLATERALIZED TIME DEPOSITS (NON-NEGOTIABLE CD/TD)				
Max % (MV)	20.0	0.0	Compliant	
Max Maturity (Years)	5.0	0.0	Compliant	
COMMERCIAL PAPER				
Max % (MV)	25.0	1.4	Compliant	
Max % Issuer (MV)	5.0	1.4	Compliant	
Max Maturity (Days)	270	99	Compliant	
Min Rating (A-1 by 1 or A- by 1)	0.0	0.0	Compliant	
CORPORATE MEDIUM TERM NOTES				
Max % (MV)	30.0	19.6	Compliant	
Max % Issuer (MV)	5.0	2.4	Compliant	
Max Maturity (Years)	5	1	Compliant	
Min Rating (A- by 1)	0.0	0.0	Compliant	

STATEMENT OF COMPLIANCE

City of Banning | Account #11089 | As of July 31, 2024

Rules Name	Limit	Actual	Compliance Status	Notes
FDIC INSURED TIME DEPOSITS (NON-NEGOTIABLE CD/ TD)				
Max % (MV)	20.0	0.0	Compliant	
Max Maturity (Years)	5	0.0	Compliant	
FEDERAL AGENCIES				
Max % (MV)	100.0	57.7	Compliant	
Max % Issuer (MV)	30.0	43.8	Not Compliant	Inherited Securities
Max Callables (MV)	20.0	56.8	Not Compliant	Agency Callables; Inherited Securities; Client Directive Approved Strategy Shift
Max Maturity (Years)	5	2	Compliant	
LOCAL AGENCY INVESTMENT FUND (LAIF)				
Max Concentration (MV)	75.0	0.0	Compliant	
MONEY MARKET MUTUAL FUNDS				
Max % (MV)	20.0	0.1	Compliant	
Max % Issuer (MV)	20.0	0.1	Compliant	
Min Rating (AAA by 2)	0.0	0.0	Compliant	
MORTGAGE-BACKED SECURITIES (NON-AGENCY)				
Max % (MV)	20.0	0.0	Compliant	
Max % Issuer (MV)	5.0	0.0	Compliant	
Max Maturity (Years)	5.0	0.0	Compliant	
Min Rating (AA- by 1)	0.0	0.0	Compliant	
MUNICIPAL SECURITIES (CA, LOCAL AGENCY)				
Max % (MV)	30.0	0.0	Compliant	
Max % Issuer (MV)	5.0	0.0	Compliant	
Max Maturity (Years)	5	0.0	Compliant	
Min Rating (A- by 1)	0.0	0.0	Compliant	
MUNICIPAL SECURITIES (CA, OTHER STATES)				
Max % (MV)	30.0	0.0	Compliant	
Max % Issuer (MV)	5.0	0.0	Compliant	
Max Maturity (Years)	5	0.0	Compliant	
Min Rating (A- by 1)	0.0	0.0	Compliant	
MUTUAL FUNDS				
Max % (MV)	20.0	0.0	Compliant	
Max % Issuer (MV)	10.0	0.0	Compliant	

STATEMENT OF COMPLIANCE

City of Banning | Account #11089 | As of July 31, 2024

Rules Name	Limit	Actual	Compliance Status	Notes
Min Rating (AAA by 2)	0.0	0.0	Compliant	
NEGOTIABLE CERTIFICATES OF DEPOSIT (NCD)				
Max % (MV)	30.0	0.0	Compliant	
Max % Issuer (MV)	5.0	0.0	Compliant	
Max Maturity (Years)	5	0.0	Compliant	
Min Rating (A-1 by 1 or A- by 1 if > FDIC Limit)	0.0	0.0	Compliant	
REPURCHASE AGREEMENTS				
Max Maturity (Years)	1.0	0.0	Compliant	
SUPRANATIONAL OBLIGATIONS				
Max % (MV)	30.0	0.0	Compliant	
Max % Issuer (MV)	10.0	0.0	Compliant	
Max Maturity (Years)	5	0.0	Compliant	
Min Rating (AA- by 1)	0.0	0.0	Compliant	
U.S. TREASURIES				
Max % (MV)	100.0	18.4	Compliant	
Max Maturity (Years)	5	1	Compliant	

RECONCILIATION SUMMARY

City of Banning | Account #11089 | As of July 31, 2024

Maturities / Calls

Month to Date	**(550,000.00)**
Fiscal Year to Date	**(550,000.00)**

Principal Paydowns

Month to Date	**0.00**
Fiscal Year to Date	**0.00**

Purchases

Month to Date	**1,485,919.69**
Fiscal Year to Date	**1,485,919.69**

Sales

Month to Date	**(742,914.77)**
Fiscal Year to Date	**(742,914.77)**

Interest Received

Month to Date	**20,424.67**
Fiscal Year to Date	**20,424.67**

Purchased / Sold Interest

Month to Date	**(7,419.75)**
Fiscal Year to Date	**(7,419.75)**

Accrual Activity Summary

	Month to Date	Fiscal Year to Date (07/01/2024)
Beginning Book Value	20,890,632.11	20,890,632.11
Maturities/Calls	(550,000.00)	(550,000.00)
Principal Paydowns	0.00	0.00
Purchases	1,485,919.69	1,485,919.69
Sales	(742,914.77)	(742,914.77)
Change in Cash, Payables, Receivables	(181,645.10)	(181,645.10)
Amortization/Accretion	23,700.28	23,700.28
Realized Gain (Loss)	(0.00)	(0.00)
Ending Book Value	20,925,692.20	20,925,692.20

Fair Market Activity Summary

	Month to Date	Fiscal Year to Date (07/01/2024)
Beginning Market Value	20,501,414.03	20,501,414.03
Maturities/Calls	(550,000.00)	(550,000.00)
Principal Paydowns	0.00	0.00
Purchases	1,485,919.69	1,485,919.69
Sales	(742,914.77)	(742,914.77)
Change in Cash, Payables, Receivables	(181,645.10)	(181,645.10)
Amortization/Accretion	23,700.28	23,700.28
Change in Net Unrealized Gain (Loss)	78,506.50	78,506.50
Realized Gain (Loss)	(0.00)	(0.00)
Ending Market Value	20,614,980.62	20,614,980.62

HOLDINGS REPORT

CHANDLER ASSET MANAGEMENT

City of Banning | Account #11089 | As of July 31, 2024

Cusip	Security Description	Par Value/ Units	Purchase Date Purchase Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody's/ S&P/ Fitch	Maturity Duration
ABS									
379929AD4	GMALT 2023-3 A3 5.38 11/20/2026	45,000.00	08/08/2023 5.36%	44,994.60 44,996.20	100.28 5.22%	45,126.86 73.98	0.22% 130.66	NA/AAA AAA	2.31 1.14
05592XAD2	BMWOT 2023-A A3 5.47 02/25/2028	40,000.00	07/12/2023 5.47%	39,992.91 39,994.51	100.67 5.20%	40,268.37 36.47	0.20% 273.86	NA/AAA AAA	3.57 1.86
47787CAC7	JDOT 2023-C A3 5.48 05/15/2028	195,000.00	09/12/2023 5.40%	194,986.60 194,989.10	100.89 5.14%	196,727.84 474.93	0.95% 1,738.74	Aaa/NA AAA	3.79 1.93
36267KAD9	GMCAR 2023-3 A3 5.45 06/16/2028	45,000.00	07/11/2023 5.66%	44,998.26 44,998.63	100.78 5.19%	45,352.28 102.19	0.22% 353.65	Aaa/AAA NA	3.88 2.19
02582JKD1	AMXCA 2023-3 A 5.23 09/15/2028	215,000.00	09/12/2023 5.29%	214,990.39 214,992.06	101.25 4.75%	217,694.83 499.76	1.06% 2,702.77	NA/AAA AAA	4.13 1.96
Total ABS		**540,000.00**	**5.38%**	**539,962.76 539,970.50**	**100.96 5.00%**	**545,170.18 1,187.32**	**2.64% 5,199.68**	**Aaa/AAA AAA**	**3.79 1.89**
AGENCY									
313384A58	FEDERAL HOME LOAN BANKS 08/02/2024	200,000.00	01/22/2024 5.10%	194,698.67 199,972.39	99.97 5.34%	199,941.61 0.00	0.97% (30.78)	P-1/A-1+ F1+	0.01 0.01
3130ARFY2	FEDERAL HOME LOAN BANKS 3.0 04/14/2025	3,000,000.00	04/14/2022 3.00%	3,000,000.00 3,000,000.00	98.51 5.18%	2,955,263.46 26,750.00	14.34% (44,736.54)	Aaa/AA+ AA+	0.70 0.68
3130ARGD7	FEDERAL HOME LOAN BANKS 4.0 04/14/2025	3,000,000.00	04/14/2022 3.00%	3,000,000.00 3,000,000.00	99.11 5.30%	2,973,192.24 35,666.67	14.42% (26,807.76)	Aaa/AA+ AA+	0.70 0.68
3134GW6Z4	FEDERAL HOME LOAN MORTGAGE CORP 0.48 05/29/2025	3,000,000.00	10/30/2020 0.48%	3,000,000.00 3,000,000.00	96.15 5.29%	2,884,558.59 3,680.00	13.99% (115,441.41)	Aaa/AA+ AA+	0.83 0.80
3130ARF55	FEDERAL HOME LOAN BANKS 2.6 03/30/2027	3,000,000.00	03/30/2022 2.60%	3,000,000.00 3,000,000.00	95.75 4.30%	2,872,483.20 26,216.67	13.93% (127,516.80)	Aaa/AA+ AA+	2.66 2.52
Total Agency		**12,200,000.00**	**2.33%**	**12,194,698.67 12,199,972.39**	**97.44 5.03%**	**11,885,439.10 92,313.33**	**57.65% (314,533.29)**	**Aaa/AA+ AA+**	**1.20 1.14**
CASH									
CCYUSD	Receivable	1,369.82	-- 0.00%	1,369.82 1,369.82	1.00 0.00%	1,369.82 0.00	0.01% 0.00	Aaa/AAA AAA	0.00 0.00
Total Cash		**1,369.82**	**0.00%**	**1,369.82 1,369.82**	**1.00 0.00%**	**1,369.82 0.00**	**0.01% 0.00**	**Aaa/AAA AAA**	**0.00 0.00**

HOLDINGS REPORT

CHANDLER ASSET MANAGEMENT

City of Banning | Account #11089 | As of July 31, 2024

Cusip	Security Description	Par Value/ Units	Purchase Date Purchase Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody's/ S&P/ Fitch	Maturity Duration
COMMERCIAL PAPER									
62479LL78	MUFG Bank, Ltd. - New York Branch 11/07/2024	300,000.00	05/07/2024 5.50%	291,796.67 295,630.84	98.54 5.43%	295,632.00 0.00	1.43% 1.16	P-1/A-1 NA	0.27 0.26
Total Commercial Paper		**300,000.00**	**5.50%**	**291,796.67** **295,630.84**	**98.54** **5.43%**	**295,632.00** **0.00**	**1.43%** **1.16**	**P-1/A-1** **NA**	**0.27** **0.26**
CORPORATE									
89115A2J0	TORONTO-DOMINION BANK 4.285 09/13/2024	250,000.00	04/22/2024 5.59%	248,742.50 249,619.21	99.83 5.63%	249,584.67 4,106.46	1.21% (34.54)	A1/A AA-	0.12 0.12
78015K7C2	ROYAL BANK OF CANADA 2.25 11/01/2024	260,000.00	04/30/2024 5.63%	255,754.20 257,865.50	99.18 5.54%	257,868.35 1,462.50	1.25% 2.85	A1/A AA-	0.25 0.25
857477AN3	STATE STREET CORP 3.3 12/16/2024	250,000.00	06/08/2023 5.30%	242,822.50 248,221.85	99.24 5.34%	248,106.79 1,031.25	1.20% (115.06)	A1/A AA-	0.38 0.37
06368FAE9	BANK OF MONTREAL 1.5 01/10/2025	260,000.00	04/30/2024 5.62%	252,847.40 255,420.07	98.28 5.49%	255,525.32 227.50	1.24% 105.25	A2/A- AA-	0.45 0.43
02665WEA5	AMERICAN HONDA FINANCE CORP 1.5 01/13/2025	260,000.00	04/30/2024 5.58%	252,844.80 255,388.25	98.33 5.30%	255,654.61 195.00	1.24% 266.36	A3/A- A	0.45 0.44
63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP 1.875 02/07/2025	260,000.00	05/07/2024 5.53%	253,151.60 255,251.11	98.21 5.43%	255,353.24 2,356.25	1.24% 102.13	A2/A- A	0.52 0.50
06406HDA4	BANK OF NEW YORK MELLON CORP 3.0 02/24/2025	260,000.00	04/30/2024 5.47%	254,958.60 256,498.09	98.74 5.30%	256,720.53 3,401.67	1.25% 222.45	A1/A AA-	0.57 0.54
00440EAS6	CHUBB INA HOLDINGS LLC 3.15 03/15/2025	250,000.00	04/22/2024 5.44%	245,082.50 246,580.45	98.67 5.35%	246,670.93 2,975.00	1.20% 90.49	A3/A A	0.62 0.60
89236TGX7	TOYOTA MOTOR CREDIT CORP 3.0 04/01/2025	260,000.00	04/30/2024 5.53%	254,217.60 255,793.04	98.57 5.20%	256,287.23 2,600.00	1.24% 494.18	A1/A+ A+	0.67 0.64
023135CE4	AMAZON.COM INC 3.0 04/13/2025	500,000.00	06/08/2023 4.67%	485,440.00 494,466.77	98.62 5.02%	493,111.21 4,500.00	2.39% (1,355.56)	A1/AA AA-	0.70 0.68
756109AV6	REALTY INCOME CORP 3.875 04/15/2025	260,000.00	05/14/2024 5.57%	256,105.20 257,003.10	98.87 5.53%	257,053.55 2,966.53	1.25% 50.45	A3/A- WR	0.71 0.68
20030NBN0	COMCAST CORP 3.375 08/15/2025	260,000.00	07/22/2024 5.17%	255,247.20 255,357.45	98.39 4.98%	255,822.12 4,046.25	1.24% 464.67	A3/A- A-	1.04 0.99
24422EWJ4	JOHN DEERE CAPITAL CORP 4.05 09/08/2025	260,000.00	07/09/2024 5.06%	257,056.80 257,209.15	99.15 4.85%	257,787.68 4,182.75	1.25% 578.53	A1/A A+	1.11 1.05

HOLDINGS REPORT

CHANDLER ASSET MANAGEMENT

City of Banning | Account #11089 | As of July 31, 2024

Cusip	Security Description	Par Value/ Units	Purchase Date Purchase Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody's/ S&P/ Fitch	Maturity Duration
30231GAT9	EXXON MOBIL CORP 3.043 03/01/2026	500,000.00	06/08/2023 4.53%	481,105.00 489,020.73	97.58 4.64%	487,922.44 6,339.58	2.37% (1,098.29)	Aa2/AA- NA	1.58 1.50
Total Corporate		**4,090,000.00**	**5.25%**	**3,995,375.90** **4,033,694.77**	**98.62** **5.21%**	**4,033,468.67** **40,390.74**	**19.57%** **(226.10)**	**A2/A** **A+**	**0.71** **0.68**
MONEY MARKET FUND									
31846V401	FIRST AMER:GVT OBLG D	30,674.72	-- 4.76%	30,674.72 30,674.72	1.00 4.76%	30,674.72 0.00	0.15% 0.00	Aaa/ AAAm AAA	0.00 0.00
Total Money Market Fund		**30,674.72**	**4.76%**	**30,674.72** **30,674.72**	**1.00** **4.76%**	**30,674.72** **0.00**	**0.15%** **0.00**	**Aaa/ AAAm AAA**	**0.00** **0.00**
US TREASURY									
912797JU2	UNITED STATES TREASURY 08/01/2024	285,000.00	03/18/2024 5.32%	279,517.31 285,000.00	100.00 0.00%	285,000.00 0.00	1.38% 0.00	P-1/A-1+ F1+	0.00 0.00
912797GK7	UNITED STATES TREASURY 08/08/2024	250,000.00	05/07/2024 5.39%	246,655.42 249,745.52	99.90 4.68%	249,744.26 0.00	1.21% (1.26)	P-1/A-1+ F1+	0.02 0.02
912797GL5	UNITED STATES TREASURY 09/05/2024	300,000.00	03/11/2024 5.32%	292,473.81 298,511.77	99.49 5.24%	298,460.93 0.00	1.45% (50.85)	P-1/A-1+ F1+	0.10 0.10
912797LH8	UNITED STATES TREASURY 09/17/2024	225,000.00	07/23/2024 5.38%	223,191.02 223,454.14	99.31 5.27%	223,451.35 0.00	1.08% (2.79)	P-1/A-1+ F1+	0.13 0.13
912797KL0	UNITED STATES TREASURY 09/19/2024	400,000.00	04/16/2024 5.36%	391,091.80 397,183.86	99.29 5.25%	397,143.16 0.00	1.93% (40.70)	P-1/A-1+ F1+	0.14 0.14
912797KT3	UNITED STATES TREASURY 10/10/2024	300,000.00	05/23/2024 5.38%	293,981.01 296,968.85	99.00 5.22%	296,987.08 0.00	1.44% 18.23	P-1/A-1+ F1+	0.19 0.19
912797KU0	UNITED STATES TREASURY 10/17/2024	500,000.00	-- 5.38%	487,730.19 494,461.88	98.90 5.21%	494,492.90 0.00	2.40% 31.01	P-1/A-1+ F1+	0.21 0.21
91282CDH1	UNITED STATES TREASURY 0.75 11/15/2024	300,000.00	04/30/2024 5.40%	292,699.22 296,091.50	98.71 5.23%	296,139.84 476.90	1.44% 48.34	Aaa/AA+ AA+	0.29 0.29
91282CDN8	UNITED STATES TREASURY 1.0 12/15/2024	300,000.00	04/30/2024 5.34%	292,125.00 295,302.63	98.48 5.12%	295,450.78 385.25	1.43% 148.15	Aaa/AA+ AA+	0.38 0.37
912797LQ8	UNITED STATES TREASURY 12/19/2024	250,000.00	06/24/2024 5.35%	243,679.01 245,000.35	98.09 5.05%	245,215.21 0.00	1.19% 214.86	P-1/A-1+ F1+	0.39 0.38

HOLDINGS REPORT

CHANDLER ASSET MANAGEMENT

City of Banning | Account #11089 | As of July 31, 2024

Cusip	Security Description	Par Value/ Units	Purchase Date Purchase Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody's/ S&P/ Fitch	Maturity Duration
91282CDS7	UNITED STATES TREASURY 1.125 01/15/2025	250,000.00	06/24/2024 5.31%	244,355.47 245,379.23	98.22 5.11%	245,554.69 129.93	1.19% 175.45	Aaa/AA+ AA+	0.46 0.45
91282CGE5	UNITED STATES TREASURY 3.875 01/15/2026	500,000.00	06/08/2023 4.27%	495,136.72 497,279.42	99.12 4.51%	495,585.94 895.04	2.40% (1,693.48)	Aaa/AA+ AA+	1.46 1.40
Total US Treasury		**3,860,000.00**	**5.22%**	**3,782,635.98** **3,824,379.17**	**99.05** **4.69%**	**3,823,226.13** **1,887.11**	**18.55%** **(1,153.04)**	**Aaa/AAA** **AAA**	**0.37** **0.36**
Total Portfolio		**21,022,044.54**	**3.56%**	**20,836,514.52** **20,925,692.20**	**97.93** **5.00%**	**20,614,980.62** **135,778.50**	**100.00%** **(310,711.58)**	**Aa2/AA-** **AA**	**1.00** **0.91**
Total Market Value + Accrued						**20,750,759.12**			

TRANSACTION LEDGER

City of Banning | Account #11089 | As of July 31, 2024

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/ Sold	Total Amount	Gain/Loss
ACQUISITIONS										
Purchase	07/01/2024	31846V401	181,800.00	FIRST AMER:GVT OBLG D	1.000	4.78%	(181,800.00)	0.00	(181,800.00)	0.00
Purchase	07/01/2024	31846V401	1,214.92	FIRST AMER:GVT OBLG D	1.000	4.78%	(1,214.92)	0.00	(1,214.92)	0.00
Purchase	07/05/2024	31846V401	350,000.00	FIRST AMER:GVT OBLG D	1.000	4.76%	(350,000.00)	0.00	(350,000.00)	0.00
Purchase	07/10/2024	31846V401	1,950.00	FIRST AMER:GVT OBLG D	1.000	4.76%	(1,950.00)	0.00	(1,950.00)	0.00
Purchase	07/10/2024	24422EWJ4	260,000.00	JOHN DEERE CAPITAL CORP 4.05 09/08/2025	98.868	5.06%	(257,056.80)	(3,568.50)	(260,625.30)	0.00
Purchase	07/11/2024	31846V401	200,000.00	FIRST AMER:GVT OBLG D	1.000	4.77%	(200,000.00)	0.00	(200,000.00)	0.00
Purchase	07/15/2024	31846V401	4,293.29	FIRST AMER:GVT OBLG D	1.000	4.77%	(4,293.29)	0.00	(4,293.29)	0.00
Purchase	07/15/2024	31846V401	890.50	FIRST AMER:GVT OBLG D	1.000	4.77%	(890.50)	0.00	(890.50)	0.00
Purchase	07/15/2024	31846V401	9,687.50	FIRST AMER:GVT OBLG D	1.000	4.77%	(9,687.50)	0.00	(9,687.50)	0.00
Purchase	07/16/2024	31846V401	204.38	FIRST AMER:GVT OBLG D	1.000	4.77%	(204.38)	0.00	(204.38)	0.00
Purchase	07/22/2024	31846V401	201.75	FIRST AMER:GVT OBLG D	1.000	4.77%	(201.75)	0.00	(201.75)	0.00
Purchase	07/23/2024	20030NBN0	260,000.00	COMCAST CORP 3.375 08/15/2025	98.172	5.17%	(255,247.20)	(3,851.25)	(259,098.45)	0.00
Purchase	07/24/2024	912797LH8	225,000.00	UNITED STATES TREASURY 09/17/2024	99.196	5.38%	(223,191.02)	0.00	(223,191.02)	0.00
Purchase	07/25/2024	31846V401	182.33	FIRST AMER:GVT OBLG D	1.000	4.77%	(182.33)	0.00	(182.33)	0.00
Total Purchase			**1,495,424.67**				**(1,485,919.69)**	**(7,419.75)**	**(1,493,339.44)**	**0.00**
TOTAL ACQUISITIONS			**1,495,424.67**				**(1,485,919.69)**	**(7,419.75)**	**(1,493,339.44)**	**0.00**
DISPOSITIONS										
Maturity	07/05/2024	912796Y52	(350,000.00)	UNITED STATES TREASURY 07/05/2024	100.000	0.00%	350,000.00	0.00	350,000.00	(0.00)
Maturity	07/11/2024	912797GB7	(200,000.00)	UNITED STATES TREASURY 07/11/2024	100.000	0.00%	200,000.00	0.00	200,000.00	0.00
Total Maturity			**(550,000.00)**				**550,000.00**	**0.00**	**550,000.00**	**(0.00)**
Sale	07/10/2024	31846V401	(260,625.30)	FIRST AMER:GVT OBLG D	1.000	4.76%	260,625.30	0.00	260,625.30	0.00
Sale	07/23/2024	31846V401	(259,098.45)	FIRST AMER:GVT OBLG D	1.000	4.77%	259,098.45	0.00	259,098.45	0.00
Sale	07/24/2024	31846V401	(223,191.02)	FIRST AMER:GVT OBLG D	1.000	4.77%	223,191.02	0.00	223,191.02	0.00
Total Sale			**(742,914.77)**				**742,914.77**	**0.00**	**742,914.77**	**0.00**

TRANSACTION LEDGER

City of Banning | Account #11089 | As of July 31, 2024

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/ Sold	Total Amount	Gain/Loss
TOTAL DISPOSITIONS			**(1,292,914.77)**				**1,292,914.77**	**0.00**	**1,292,914.77**	**(0.00)**
OTHER										
Coupon	07/10/2024	06368FAE9	0.00	BANK OF MONTREAL 1.5 01/10/2025		5.62%	1,950.00	0.00	1,950.00	0.00
Coupon	07/13/2024	02665WEA5	0.00	AMERICAN HONDA FINANCE CORP 1.5 01/13/2025		5.58%	1,950.00	0.00	1,950.00	0.00
Coupon	07/15/2024	91282CDS7	0.00	UNITED STATES TREASURY 1.125 01/15/2025		5.31%	1,406.25	0.00	1,406.25	0.00
Coupon	07/15/2024	91282CGE5	0.00	UNITED STATES TREASURY 3.875 01/15/2026		4.27%	9,687.50	0.00	9,687.50	0.00
Coupon	07/15/2024	47787CAC7	0.00	JDOT 2023-C A3 5.48 05/15/2028		5.55%	890.50	0.00	890.50	0.00
Coupon	07/15/2024	02582JKD1	0.00	AMXCA 2023-3 A 5.23 09/15/2028		5.29%	937.04	0.00	937.04	0.00
Coupon	07/16/2024	36267KAD9	0.00	GMCAR 2023-3 A3 5.45 06/16/2028		5.51%	204.38	0.00	204.38	0.00
Coupon	07/20/2024	379929AD4	0.00	GMALT 2023-3 A3 5.38 11/20/2026		5.45%	201.75	0.00	201.75	0.00
Coupon	07/25/2024	05592XAD2	0.00	BMWOT 2023-A A3 5.47 02/25/2028		5.54%	182.33	0.00	182.33	0.00
Total Coupon			**0.00**				**17,409.75**	**0.00**	**17,409.75**	**0.00**
Dividend	07/31/2024	31846V401	0.00	FIRST AMER:GVT OBLG D		4.77%	1,369.82	0.00	1,369.82	0.00
Total Dividend			**0.00**				**1,369.82**	**0.00**	**1,369.82**	**0.00**
TOTAL OTHER TRANSACTIONS			**0.00**				**18,779.57**	**0.00**	**18,779.57**	**0.00**

INCOME EARNED

City of Banning | Account #11089 | As of July 31, 2024

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
CASH & EQUIVALENTS						
31846V401	FIRST AMER:GVT OBLG D	30,674.72	23,164.82 750,424.67 (742,914.77) 30,674.72	0.00 1,214.92 0.00 1,214.92	0.00 0.00 0.00 1,214.92	1,214.92
912797LH8	UNITED STATES TREASURY 09/17/2024	07/23/2024 07/24/2024 225,000.00	0.00 223,191.02 0.00 223,454.14	0.00 0.00 0.00 0.00	263.12 0.00 263.12 263.12	263.12
CCYUSD	Receivable	1,369.82	183,014.92 0.00 0.00 1,369.82	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.00
Total Cash & Equivalents		**257,044.54**	**206,179.74** **973,615.69** **(742,914.77)** **255,498.68**	**0.00** **1,214.92** **0.00** **1,214.92**	**263.12** **0.00** **263.12** **1,478.04**	**1,478.04**
FIXED INCOME						
00440EAS6	CHUBB INA HOLDINGS LLC 3.15 03/15/2025	04/22/2024 04/24/2024 250,000.00	246,111.39 0.00 0.00 246,580.45	2,318.75 0.00 2,975.00 656.25	469.05 0.00 469.05 1,125.30	1,125.30
023135CE4	AMAZON.COM INC 3.0 04/13/2025	06/08/2023 06/12/2023 500,000.00	493,794.10 0.00 0.00 494,466.77	3,250.00 0.00 4,500.00 1,250.00	672.67 0.00 672.67 1,922.67	1,922.67
02582JKD1	AMXCA 2023-3 A 5.23 09/15/2028	09/12/2023 09/19/2023 215,000.00	214,991.90 0.00 0.00 214,992.06	499.76 937.04 499.76 937.04	0.16 0.00 0.16 937.20	937.20
02665WEA5	AMERICAN HONDA FINANCE CORP 1.5 01/13/2025	04/30/2024 05/02/2024 260,000.00	254,521.80 0.00 0.00 255,388.25	1,820.00 1,950.00 195.00 325.00	866.45 0.00 866.45 1,191.45	1,191.45

INCOME EARNED

City of Banning | Account #11089 | As of July 31, 2024

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
05592XAD2	BMWOT 2023-A A3 5.47 02/25/2028	07/12/2023 07/18/2023 40,000.00	39,994.38 0.00 0.00 39,994.51	36.47 182.33 36.47 182.33	0.13 0.00 0.13 182.46	182.46
06368FAE9	BANK OF MONTREAL 1.5 01/10/2025	04/30/2024 05/02/2024 260,000.00	254,543.67 0.00 0.00 255,420.07	1,852.50 1,950.00 227.50 325.00	876.41 0.00 876.41 1,201.41	1,201.41
06406HDA4	BANK OF NEW YORK MELLON CORP 3.0 02/24/2025	04/30/2024 05/02/2024 260,000.00	255,973.65 0.00 0.00 256,498.09	2,751.67 0.00 3,401.67 650.00	524.44 0.00 524.44 1,174.44	1,174.44
20030NBN0	COMCAST CORP 3.375 08/15/2025	07/22/2024 07/23/2024 260,000.00	0.00 255,247.20 0.00 255,357.45	0.00 (3,851.25) 4,046.25 195.00	110.25 0.00 110.25 305.25	305.25
24422EWJ4	JOHN DEERE CAPITAL CORP 4.05 09/08/2025	07/09/2024 07/10/2024 260,000.00	0.00 257,056.80 0.00 257,209.15	0.00 (3,568.50) 4,182.75 614.25	152.35 0.00 152.35 766.60	766.60
30231GAT9	EXXON MOBIL CORP 3.043 03/01/2026	06/08/2023 06/12/2023 500,000.00	488,430.86 0.00 0.00 489,020.73	5,071.67 0.00 6,339.58 1,267.92	589.87 0.00 589.87 1,857.79	1,857.79
3130ARF55	FEDERAL HOME LOAN BANKS 2.6 03/30/2027	03/30/2022 03/30/2022 3,000,000.00	3,000,000.00 0.00 0.00 3,000,000.00	19,716.67 0.00 26,216.67 6,500.00	0.00 0.00 0.00 6,500.00	6,500.00
3130ARFY2	FEDERAL HOME LOAN BANKS 3.0 04/14/2025	04/14/2022 04/14/2022 3,000,000.00	3,000,000.00 0.00 0.00 3,000,000.00	19,250.00 0.00 26,750.00 7,500.00	0.00 0.00 0.00 7,500.00	7,500.00
3130ARGD7	FEDERAL HOME LOAN BANKS 4.0 04/14/2025	04/14/2022 04/14/2022 3,000,000.00	3,000,000.00 0.00 0.00 3,000,000.00	25,666.67 0.00 35,666.67 10,000.00	0.00 0.00 0.00 10,000.00	10,000.00

INCOME EARNED

City of Banning | Account #11089 | As of July 31, 2024

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
313384A58	FEDERAL HOME LOAN BANKS 08/02/2024	01/22/2024 01/23/2024 200,000.00	199,116.45 0.00 0.00 199,972.39	0.00 0.00 0.00 0.00	855.94 0.00 855.94 855.94	855.94
3134GW6Z4	FEDERAL HOME LOAN MORTGAGE CORP 0.48 05/29/2025	10/30/2020 10/30/2020 3,000,000.00	3,000,000.00 0.00 0.00 3,000,000.00	2,480.00 0.00 3,680.00 1,200.00	0.00 0.00 0.00 1,200.00	1,200.00
36267KAD9	GMCAR 2023-3 A3 5.45 06/16/2028	07/11/2023 07/19/2023 45,000.00	44,998.60 0.00 0.00 44,998.63	102.19 204.38 102.19 204.38	0.03 0.00 0.03 204.41	204.41
379929AD4	GMALT 2023-3 A3 5.38 11/20/2026	08/08/2023 08/11/2023 45,000.00	44,996.06 0.00 0.00 44,996.20	73.98 201.75 73.98 201.75	0.14 0.00 0.14 201.89	201.89
47787CAC7	JDOT 2023-C A3 5.48 05/15/2028	09/12/2023 09/19/2023 195,000.00	194,988.85 0.00 0.00 194,989.10	474.93 890.50 474.93 890.50	0.24 0.00 0.24 890.74	890.74
62479LL78	MUFG Bank, Ltd. - New York Branch 11/07/2024	05/07/2024 05/07/2024 300,000.00	294,248.75 0.00 0.00 295,630.84	0.00 0.00 0.00 0.00	1,382.08 0.00 1,382.08 1,382.08	1,382.08
63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP 1.875 02/07/2025	05/07/2024 05/09/2024 260,000.00	254,476.29 0.00 0.00 255,251.11	1,950.00 0.00 2,356.25 406.25	774.82 0.00 774.82 1,181.07	1,181.07
756109AV6	REALTY INCOME CORP 3.875 04/15/2025	05/14/2024 05/16/2024 260,000.00	256,641.61 0.00 0.00 257,003.10	2,126.94 0.00 2,966.53 839.58	361.49 0.00 361.49 1,201.08	1,201.08
78015K7C2	ROYAL BANK OF CANADA 2.25 11/01/2024	04/30/2024 05/02/2024 260,000.00	257,146.27 0.00 0.00 257,865.50	975.00 0.00 1,462.50 487.50	719.23 0.00 719.23 1,206.73	1,206.73

INCOME EARNED

City of Banning | Account #11089 | As of July 31, 2024

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
857477AN3	STATE STREET CORP 3.3 12/16/2024	06/08/2023 06/12/2023 250,000.00	247,819.49 0.00 0.00 248,221.85	343.75 0.00 1,031.25 687.50	402.36 0.00 402.36 1,089.86	1,089.86
89115A2J0	TORONTO-DOMINION BANK 4.285 09/13/2024	04/22/2024 04/24/2024 250,000.00	249,344.68 0.00 0.00 249,619.21	3,213.75 0.00 4,106.46 892.71	274.52 0.00 274.52 1,167.23	1,167.23
89236TGX7	TOYOTA MOTOR CREDIT CORP 3.0 04/01/2025	04/30/2024 05/02/2024 260,000.00	255,256.35 0.00 0.00 255,793.04	1,950.00 0.00 2,600.00 650.00	536.69 0.00 536.69 1,186.69	1,186.69
912796Y52	UNITED STATES TREASURY 07/05/2024	02/22/2024 02/23/2024 0.00	349,800.12 0.00 (350,000.00) 0.00	0.00 0.00 0.00 0.00	199.89 0.00 199.89 199.89	199.89
912797GB7	UNITED STATES TREASURY 07/11/2024	12/04/2023 12/05/2023 0.00	199,726.94 0.00 (200,000.00) 0.00	0.00 0.00 0.00 0.00	273.06 0.00 273.06 273.06	273.06
912797GK7	UNITED STATES TREASURY 08/08/2024	05/07/2024 05/08/2024 250,000.00	248,618.54 0.00 0.00 249,745.52	0.00 0.00 0.00 0.00	1,126.98 0.00 1,126.98 1,126.98	1,126.98
912797GL5	UNITED STATES TREASURY 09/05/2024	03/11/2024 03/12/2024 300,000.00	297,193.62 0.00 0.00 298,511.77	0.00 0.00 0.00 0.00	1,318.15 0.00 1,318.15 1,318.15	1,318.15
912797JU2	UNITED STATES TREASURY 08/01/2024	03/18/2024 03/19/2024 285,000.00	283,741.01 0.00 0.00 285,000.00	0.00 0.00 0.00 0.00	1,258.99 0.00 1,258.99 1,258.99	1,258.99
912797KL0	UNITED STATES TREASURY 09/19/2024	04/16/2024 04/17/2024 400,000.00	395,402.22 0.00 0.00 397,183.86	0.00 0.00 0.00 0.00	1,781.64 0.00 1,781.64 1,781.64	1,781.64

INCOME EARNED

City of Banning | Account #11089 | As of July 31, 2024

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
912797KT3	UNITED STATES TREASURY 10/10/2024	05/23/2024 05/24/2024 300,000.00	295,626.49 0.00 0.00 296,968.85	0.00 0.00 0.00 0.00	1,342.36 0.00 1,342.36 1,342.36	1,342.36
912797KU0	UNITED STATES TREASURY 10/17/2024	500,000.00	492,232.25 0.00 0.00 494,461.88	0.00 0.00 0.00 0.00	2,229.63 0.00 2,229.63 2,229.63	2,229.63
912797LQ8	UNITED STATES TREASURY 12/19/2024	06/24/2024 06/25/2024 250,000.00	243,893.28 0.00 0.00 245,000.35	0.00 0.00 0.00 0.00	1,107.07 0.00 1,107.07 1,107.07	1,107.07
912828XX3	UNITED STATES TREASURY 2.0 06/30/2024	11/13/2023 11/14/2023 0.00	0.00 0.00 0.00 0.00	0.00 1,800.00 0.00 1,800.00	0.00 0.00 0.00 1,800.00	1,800.00
91282CDH1	UNITED STATES TREASURY 0.75 11/15/2024	04/30/2024 05/01/2024 300,000.00	294,948.45 0.00 0.00 296,091.50	287.36 0.00 476.90 189.54	1,143.05 0.00 1,143.05 1,332.59	1,332.59
91282CDN8	UNITED STATES TREASURY 1.0 12/15/2024	04/30/2024 05/01/2024 300,000.00	294,231.91 0.00 0.00 295,302.63	131.15 0.00 385.25 254.10	1,070.72 0.00 1,070.72 1,324.82	1,324.82
91282CDS7	UNITED STATES TREASURY 1.125 01/15/2025	06/24/2024 06/25/2024 250,000.00	244,521.49 0.00 0.00 245,379.23	1,298.08 1,406.25 129.93 238.10	857.75 0.00 857.75 1,095.85	1,095.85
91282CGE5	UNITED STATES TREASURY 3.875 01/15/2026	06/08/2023 06/09/2023 500,000.00	497,120.89 0.00 0.00 497,279.42	8,942.31 9,687.50 895.04 1,640.23	158.53 0.00 158.53 1,798.76	1,798.76
			20,684,452.37 **512,304.00** **(550,000.00)**	**106,583.58** **11,790.00** **135,778.50**	**23,437.15** **0.00** **23,437.15**	
Total Fixed Income		**20,765,000.00**	**20,670,193.52**	**40,984.93**	**64,422.08**	**64,422.08**

INCOME EARNED

City of Banning | Account #11089 | As of July 31, 2024

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
			20,890,632.11 1,485,919.69 (1,292,914.77)	106,583.58 13,004.92 135,778.50	23,700.28 0.00 23,700.28	
TOTAL PORTFOLIO		21,022,044.54	20,925,692.20	42,199.85	65,900.12	65,900.12

CASH FLOW REPORT

CHANDLER ASSET MANAGEMENT

City of Banning | Account #11089 | As of July 31, 2024

Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
AUGUST 2024							
08/01/2024	Dividend	31846V401	0.00		1,369.82		1,369.82
08/01/2024	Maturity	912797JU2	(285,000.00)	UNITED STATES TREASURY 08/01/2024	285,000.00		285,000.00
08/07/2024	Coupon	63743HFC1	260,000.00	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP 1.875 02/07/2025		2,437.50	2,437.50
08/08/2024	Final Maturity	912797GK7	250,000.00	UNITED STATES TREASURY 08/08/2024	250,000.00		250,000.00
08/15/2024	Coupon	02582JKD1	215,000.00	AMXCA 2023-3 A 5.23 09/15/2028		937.04	937.04
08/15/2024	Coupon	20030NBN0	260,000.00	COMCAST CORP 3.375 08/15/2025		4,387.50	4,387.50
08/15/2024	Coupon	47787CAC7	195,000.00	JDOT 2023-C A3 5.48 05/15/2028		890.50	890.50
08/16/2024	Coupon	36267KAD9	45,000.00	GMCAR 2023-3 A3 5.45 06/16/2028		204.38	204.38
08/20/2024	Coupon	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026		201.75	201.75
08/26/2024	Coupon	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028		182.33	182.33
08/26/2024	Coupon	06406HDA4	260,000.00	BANK OF NEW YORK MELLON CORP 3.0 02/24/2025		3,900.00	3,900.00
August 2024 Total					**536,369.82**	**13,141.00**	**549,510.82**
SEPTEMBER 2024							
09/03/2024	Coupon	30231GAT9	500,000.00	EXXON MOBIL CORP 3.043 03/01/2026		7,607.50	7,607.50
09/05/2024	Final Maturity	912797GL5	300,000.00	UNITED STATES TREASURY 09/05/2024	300,000.00		300,000.00
09/09/2024	Coupon	24422EWJ4	260,000.00	JOHN DEERE CAPITAL CORP 4.05 09/08/2025		5,265.00	5,265.00
09/13/2024	Coupon	89115A2J0	250,000.00	TORONTO-DOMINION BANK 4.285 09/13/2024		5,356.25	5,356.25
09/13/2024	Final Maturity	89115A2J0	250,000.00	TORONTO-DOMINION BANK 4.285 09/13/2024	250,000.00		250,000.00
09/16/2024	Coupon	00440EAS6	250,000.00	CHUBB INA HOLDINGS LLC 3.15 03/15/2025		3,937.50	3,937.50
09/16/2024	Coupon	02582JKD1	215,000.00	AMXCA 2023-3 A 5.23 09/15/2028		937.04	937.04
09/16/2024	Coupon	36267KAD9	45,000.00	GMCAR 2023-3 A3 5.45 06/16/2028		204.38	204.38
09/16/2024	Coupon	47787CAC7	195,000.00	JDOT 2023-C A3 5.48 05/15/2028		890.50	890.50
09/17/2024	Final Maturity	912797LH8	225,000.00	UNITED STATES TREASURY 09/17/2024	225,000.00		225,000.00
09/19/2024	Final Maturity	912797KL0	400,000.00	UNITED STATES TREASURY 09/19/2024	400,000.00		400,000.00
09/20/2024	Coupon	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026		201.75	201.75
09/25/2024	Coupon	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028		182.33	182.33
09/30/2024	Coupon	3130ARF55	3,000,000.00	FEDERAL HOME LOAN BANKS 2.6 03/30/2027		39,000.00	39,000.00
September 2024 Total					**1,175,000.00**	**63,582.25**	**1,238,582.25**

CASH FLOW REPORT

CHANDLER ASSET MANAGEMENT

City of Banning | Account #11089 | As of July 31, 2024

Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
OCTOBER 2024							
10/01/2024	Coupon	89236TGX7	260,000.00	TOYOTA MOTOR CREDIT CORP 3.0 04/01/2025		3,900.00	3,900.00
10/10/2024	Final Maturity	912797KT3	300,000.00	UNITED STATES TREASURY 10/10/2024	300,000.00		300,000.00
10/15/2024	Coupon	023135CE4	500,000.00	AMAZON.COM INC 3.0 04/13/2025		7,500.00	7,500.00
10/15/2024	Coupon	02582JKD1	215,000.00	AMXCA 2023-3 A 5.23 09/15/2028		937.04	937.04
10/15/2024	Coupon	3130ARFY2	3,000,000.00	FEDERAL HOME LOAN BANKS 3.0 04/14/2025		45,000.00	45,000.00
10/15/2024	Coupon	3130ARGD7	3,000,000.00	FEDERAL HOME LOAN BANKS 4.0 04/14/2025		60,000.00	60,000.00
10/15/2024	Coupon	47787CAC7	195,000.00	JDOT 2023-C A3 5.48 05/15/2028		890.50	890.50
10/15/2024	Coupon	756109AV6	260,000.00	REALTY INCOME CORP 3.875 04/15/2025		5,037.50	5,037.50
10/16/2024	Coupon	36267KAD9	45,000.00	GMCAR 2023-3 A3 5.45 06/16/2028		204.38	204.38
10/17/2024	Final Maturity	912797KU0	500,000.00	UNITED STATES TREASURY 10/17/2024	500,000.00		500,000.00
10/21/2024	Coupon	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026		201.75	201.75
10/25/2024	Coupon	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028		182.33	182.33
10/29/2024	Coupon	3134GW6Z4	3,000,000.00	FEDERAL HOME LOAN MORTGAGE CORP 0.48 05/29/2025		7,200.00	7,200.00
October 2024 Total					**800,000.00**	**131,053.50**	**931,053.50**
NOVEMBER 2024							
11/01/2024	Coupon	78015K7C2	260,000.00	ROYAL BANK OF CANADA 2.25 11/01/2024		2,925.00	2,925.00
11/01/2024	Final Maturity	78015K7C2	260,000.00	ROYAL BANK OF CANADA 2.25 11/01/2024	260,000.00		260,000.00
11/07/2024	Final Maturity	62479LL78	300,000.00	MUFG Bank, Ltd. - New York Branch 11/07/2024	300,000.00		300,000.00
11/15/2024	Coupon	02582JKD1	215,000.00	AMXCA 2023-3 A 5.23 09/15/2028		937.04	937.04
11/15/2024	Coupon	47787CAC7	195,000.00	JDOT 2023-C A3 5.48 05/15/2028		890.50	890.50
11/15/2024	Coupon	91282CDH1	300,000.00	UNITED STATES TREASURY 0.75 11/15/2024		1,125.00	1,125.00
11/15/2024	Final Maturity	91282CDH1	300,000.00	UNITED STATES TREASURY 0.75 11/15/2024	300,000.00		300,000.00
11/18/2024	Coupon	36267KAD9	45,000.00	GMCAR 2023-3 A3 5.45 06/16/2028		204.38	204.38
11/20/2024	Coupon	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026		201.75	201.75
11/25/2024	Coupon	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028		182.33	182.33
November 2024 Total					**860,000.00**	**6,466.00**	**866,466.00**
DECEMBER 2024							

Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
12/16/2024	Coupon	02582JKD1	215,000.00	AMXCA 2023-3 A 5.23 09/15/2028		937.04	937.04
12/16/2024	Coupon	36267KAD9	45,000.00	GMCAR 2023-3 A3 5.45 06/16/2028		204.38	204.38
12/16/2024	Coupon	47787CAC7	195,000.00	JDOT 2023-C A3 5.48 05/15/2028		890.50	890.50
12/16/2024	Coupon	857477AN3	250,000.00	STATE STREET CORP 3.3 12/16/2024		4,125.00	4,125.00
12/16/2024	Final Maturity	857477AN3	250,000.00	STATE STREET CORP 3.3 12/16/2024	250,000.00		250,000.00
12/16/2024	Coupon	91282CDN8	300,000.00	UNITED STATES TREASURY 1.0 12/15/2024		1,500.00	1,500.00
12/16/2024	Final Maturity	91282CDN8	300,000.00	UNITED STATES TREASURY 1.0 12/15/2024	300,000.00		300,000.00
12/19/2024	Final Maturity	912797LQ8	250,000.00	UNITED STATES TREASURY 12/19/2024	250,000.00		250,000.00
12/20/2024	Coupon	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026		201.75	201.75
12/25/2024	Coupon	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028		182.33	182.33
December 2024 Total					**800,000.00**	**8,041.00**	**808,041.00**
JANUARY 2025							
01/10/2025	Coupon	06368FAE9	260,000.00	BANK OF MONTREAL 1.5 01/10/2025		1,950.00	1,950.00
01/10/2025	Final Maturity	06368FAE9	260,000.00	BANK OF MONTREAL 1.5 01/10/2025	260,000.00		260,000.00
01/13/2025	Coupon	02665WEA5	260,000.00	AMERICAN HONDA FINANCE CORP 1.5 01/13/2025		1,950.00	1,950.00
01/13/2025	Final Maturity	02665WEA5	260,000.00	AMERICAN HONDA FINANCE CORP 1.5 01/13/2025	260,000.00		260,000.00
01/15/2025	Coupon	02582JKD1	215,000.00	AMXCA 2023-3 A 5.23 09/15/2028		937.04	937.04
01/15/2025	Coupon	47787CAC7	195,000.00	JDOT 2023-C A3 5.48 05/15/2028		890.50	890.50
01/15/2025	Coupon	91282CDS7	250,000.00	UNITED STATES TREASURY 1.125 01/15/2025		1,406.25	1,406.25
01/15/2025	Final Maturity	91282CDS7	250,000.00	UNITED STATES TREASURY 1.125 01/15/2025	250,000.00		250,000.00
01/15/2025	Coupon	91282CGE5	500,000.00	UNITED STATES TREASURY 3.875 01/15/2026		9,687.50	9,687.50
01/16/2025	Coupon	36267KAD9	45,000.00	GMCAR 2023-3 A3 5.45 06/16/2028		204.38	204.38
01/20/2025	Coupon	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026		201.75	201.75
01/27/2025	Coupon	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028		182.33	182.33
January 2025 Total					**770,000.00**	**17,409.75**	**787,409.75**
FEBRUARY 2025							
02/07/2025	Coupon	63743HFC1	260,000.00	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP 1.875 02/07/2025		2,437.50	2,437.50
02/07/2025	Final Maturity	63743HFC1	260,000.00	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP 1.875 02/07/2025	260,000.00		260,000.00

Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
02/17/2025	Coupon	36267KAD9	45,000.00	GMCAR 2023-3 A3 5.45 06/16/2028		204.38	204.38
02/17/2025	Coupon	47787CAC7	195,000.00	JDOT 2023-C A3 5.48 05/15/2028		890.50	890.50
02/18/2025	Coupon	02582JKD1	215,000.00	AMXCA 2023-3 A 5.23 09/15/2028		937.04	937.04
02/18/2025	Coupon	20030NBN0	260,000.00	COMCAST CORP 3.375 08/15/2025		4,387.50	4,387.50
02/20/2025	Coupon	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026		201.75	201.75
02/20/2025	Principal Paydown	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026	2,342.36		2,342.36
02/24/2025	Coupon	06406HDA4	260,000.00	BANK OF NEW YORK MELLON CORP 3.0 02/24/2025		3,900.00	3,900.00
02/24/2025	Final Maturity	06406HDA4	260,000.00	BANK OF NEW YORK MELLON CORP 3.0 02/24/2025	260,000.00		260,000.00
02/25/2025	Coupon	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028		182.33	182.33
February 2025 Total					**522,342.36**	**13,141.00**	**535,483.36**
MARCH 2025							
03/03/2025	Coupon	30231GAT9	500,000.00	EXXON MOBIL CORP 3.043 03/01/2026		7,607.50	7,607.50
03/10/2025	Coupon	24422EWJ4	260,000.00	JOHN DEERE CAPITAL CORP 4.05 09/08/2025		5,265.00	5,265.00
03/17/2025	Coupon	00440EAS6	250,000.00	CHUBB INA HOLDINGS LLC 3.15 03/15/2025		3,937.50	3,937.50
03/17/2025	Final Maturity	00440EAS6	250,000.00	CHUBB INA HOLDINGS LLC 3.15 03/15/2025	250,000.00		250,000.00
03/17/2025	Coupon	02582JKD1	215,000.00	AMXCA 2023-3 A 5.23 09/15/2028		937.04	937.04
03/17/2025	Coupon	36267KAD9	45,000.00	GMCAR 2023-3 A3 5.45 06/16/2028		204.38	204.38
03/17/2025	Coupon	47787CAC7	195,000.00	JDOT 2023-C A3 5.48 05/15/2028		890.50	890.50
03/20/2025	Coupon	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026		191.25	191.25
03/20/2025	Principal Paydown	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026	3,551.52		3,551.52
03/25/2025	Coupon	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028		182.33	182.33
03/25/2025	Principal Paydown	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028	1,395.34		1,395.34
03/31/2025	Coupon	3130ARF55	3,000,000.00	FEDERAL HOME LOAN BANKS 2.6 03/30/2027		39,000.00	39,000.00
March 2025 Total					**254,946.86**	**58,215.50**	**313,162.36**
APRIL 2025							
04/01/2025	Coupon	89236TGX7	260,000.00	TOYOTA MOTOR CREDIT CORP 3.0 04/01/2025		3,900.00	3,900.00
04/01/2025	Final Maturity	89236TGX7	260,000.00	TOYOTA MOTOR CREDIT CORP 3.0 04/01/2025	260,000.00		260,000.00
04/14/2025	Coupon	023135CE4	500,000.00	AMAZON.COM INC 3.0 04/13/2025		7,500.00	7,500.00
04/14/2025	Final Maturity	023135CE4	500,000.00	AMAZON.COM INC 3.0 04/13/2025	500,000.00		500,000.00

CASH FLOW REPORT

CHANDLER ASSET MANAGEMENT

City of Banning | Account #11089 | As of July 31, 2024

Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
04/14/2025	Coupon	3130ARFY2	3,000,000.00	FEDERAL HOME LOAN BANKS 3.0 04/14/2025		45,000.00	45,000.00
04/14/2025	Final Maturity	3130ARFY2	3,000,000.00	FEDERAL HOME LOAN BANKS 3.0 04/14/2025	3,000,000.00		3,000,000.00
04/14/2025	Coupon	3130ARGD7	3,000,000.00	FEDERAL HOME LOAN BANKS 4.0 04/14/2025		60,000.00	60,000.00
04/14/2025	Final Maturity	3130ARGD7	3,000,000.00	FEDERAL HOME LOAN BANKS 4.0 04/14/2025	3,000,000.00		3,000,000.00
04/15/2025	Coupon	02582JKD1	215,000.00	AMXCA 2023-3 A 5.23 09/15/2028		937.04	937.04
04/15/2025	Coupon	47787CAC7	195,000.00	JDOT 2023-C A3 5.48 05/15/2028		890.50	890.50
04/15/2025	Coupon	756109AV6	260,000.00	REALTY INCOME CORP 3.875 04/15/2025		5,037.50	5,037.50
04/15/2025	Final Maturity	756109AV6	260,000.00	REALTY INCOME CORP 3.875 04/15/2025	260,000.00		260,000.00
04/16/2025	Coupon	36267KAD9	45,000.00	GMCAR 2023-3 A3 5.45 06/16/2028		204.38	204.38
04/21/2025	Coupon	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026		175.33	175.33
04/21/2025	Principal Paydown	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026	6,016.18		6,016.18
04/25/2025	Coupon	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028		175.97	175.97
04/25/2025	Principal Paydown	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028	2,390.40		2,390.40
04/29/2025	Coupon	3134GW6Z4	3,000,000.00	FEDERAL HOME LOAN MORTGAGE CORP 0.48 05/29/2025		7,200.00	7,200.00
April 2025 Total					**7,028,406.58**	**131,020.72**	**7,159,427.29**
MAY 2025							
05/15/2025	Coupon	02582JKD1	215,000.00	AMXCA 2023-3 A 5.23 09/15/2028		937.04	937.04
05/15/2025	Coupon	47787CAC7	195,000.00	JDOT 2023-C A3 5.48 05/15/2028		890.50	890.50
05/16/2025	Coupon	36267KAD9	45,000.00	GMCAR 2023-3 A3 5.45 06/16/2028		204.38	204.38
05/16/2025	Principal Paydown	36267KAD9	45,000.00	GMCAR 2023-3 A3 5.45 06/16/2028	551.57		551.57
05/20/2025	Coupon	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026		148.35	148.35
05/20/2025	Principal Paydown	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026	5,677.69		5,677.69
05/26/2025	Coupon	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028		165.08	165.08
05/26/2025	Principal Paydown	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028	2,267.23		2,267.23
05/29/2025	Coupon	3134GW6Z4	3,000,000.00	FEDERAL HOME LOAN MORTGAGE CORP 0.48 05/29/2025		1,200.00	1,200.00
05/29/2025	Final Maturity	3134GW6Z4	3,000,000.00	FEDERAL HOME LOAN MORTGAGE CORP 0.48 05/29/2025	3,000,000.00		3,000,000.00
May 2025 Total					**3,008,496.49**	**3,545.35**	**3,012,041.83**
JUNE 2025							
06/16/2025	Coupon	02582JKD1	215,000.00	AMXCA 2023-3 A 5.23 09/15/2028		937.04	937.04

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
06/16/2025	Coupon	36267KAD9	45,000.00	GMCAR 2023-3 A3 5.45 06/16/2028		201.87	201.87
06/16/2025	Principal Paydown	36267KAD9	45,000.00	GMCAR 2023-3 A3 5.45 06/16/2028	1,971.39		1,971.39
06/16/2025	Coupon	47787CAC7	195,000.00	JDOT 2023-C A3 5.48 05/15/2028		890.50	890.50
06/16/2025	Principal Paydown	47787CAC7	195,000.00	JDOT 2023-C A3 5.48 05/15/2028	6,186.24		6,186.24
06/20/2025	Coupon	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026		122.90	122.90
06/20/2025	Principal Paydown	379929AD4	45,000.00	GMALT 2023-3 A3 5.38 11/20/2026	5,154.40		5,154.40
06/25/2025	Coupon	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028		154.74	154.74
06/25/2025	Principal Paydown	05592XAD2	40,000.00	BMWOT 2023-A A3 5.47 02/25/2028	2,224.35		2,224.35
June 2025 Total					**15,536.38**	**2,307.05**	**17,843.43**
Grand Total			**57,020,000.00**		**15,771,098.49**	**447,923.11**	**16,219,021.60**

IMPORTANT DISCLOSURES

City of Banning | Account #11089 | As of July 31, 2024

Chandler Asset Management, Inc. ("Chandler") is an SEC registered investment adviser. For additional information about our firm, please see our current disclosures (Form ADV). To obtain a copy of our current disclosures, you may contact your client service representative by calling the number on the front of this statement or you may visit our website at www.chandlerasset.com.

Information contained in this monthly statement is confidential and is provided for informational purposes only and should not be construed as specific investment or legal advice. The information contained herein was obtained from sources believed to be reliable as of the date of this statement, but may become outdated or superseded at any time without notice.

Custody: Your qualified custodian bank maintains control of all assets reflected in this statement and we urge you to compare this statement to the one you receive from your qualified custodian. Chandler does not have any authority to withdraw or deposit funds from/to the custodian account.

Valuation: Prices are provided by IDC, an independent pricing source. In the event IDC does not provide a price or if the price provided is not reflective of fair market value, Chandler will obtain pricing from an alternative approved third party pricing source in accordance with our written valuation policy and procedures. Our valuation procedures are also disclosed in Item 5 of our Form ADV Part 2A.

Performance: Performance results are presented gross-of-advisory fees and represent the client's Total Return. The deduction of advisory fees lowers performance results. These results include the reinvestment of dividends and other earnings. Past performance may not be indicative of future results. Therefore, clients should not assume that future performance of any specific investment or investment strategy will be profitable or equal to past performance levels. All investment strategies have the potential for profit or loss. Economic factors, market conditions or changes in investment strategies, contributions or withdrawals may materially alter the performance and results of your portfolio.

Source ice Data Indices, LLC ("ICE"), used with permission. ICE PERMITS USE OF THE ICE INDICES AND RELATED DATA ON AN "AS IS" BASIS; ICE, ITS AFFILIATES AND THEIR RESPECTIVE THIRD PARTY SUPPLIERS DISCLAIM ANY AND ALL WARRANTIES AND REPRESENTATIONS, EXPRESS AND/OR IMPLIED, INCLUDING ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR USE, INCLUDING THE INDICES, INDEX DATA AND ANY DATA INCLUDED IN, RELATED TO, OR DERIVED THEREFROM. NEITHER ICE DATA, ITS AFFILIATES OR THEIR RESPECTIVE THIRD PARTY PROVIDERS GUARANTEE THE QUALITY, ADEQUACY, ACCURACY, TIMELINESS OR COMPLETENESS OF THE INDICES OR THE INDEX DATA OR ANY COMPONENT THEREOF, AND THE INDICES AND INDEX DATA AND ALL COMPONENTS THEREOF ARE PROVIDED ON AN "AS IS" BASIS AND LICENSEE'S USE IS AT LICENSEE'S OWN RISK. ICE DATA, ITS AFFILIATES AND THEIR RESPECTIVE THIRD PARTY DO NOT SPONSOR, ENDORSE, OR RECOMMEND CHANDLER, OR ANY OF ITS PRODUCTS OR SERVICES.

Index returns assume reinvestment of all distributions. Historical performance results for investment indexes generally do not reflect the deduction of transaction and/or custodial charges or the deduction of an investment management fee, the incurrence of which would have the effect of decreasing historical performance results. It is not possible to invest directly in an index.

Ratings: Ratings information have been provided by Moody's, S&P and Fitch through data feeds we believe to be reliable as of the date of this statement, however we cannot guarantee its accuracy.

Security level ratings for U.S. Agency issued mortgage-backed securities ("MBS") reflect the issuer rating because the securities themselves are not rated. The issuing U.S. Agency guarantees the full and timely payment of both principal and interest and carries a AA+/Aaa/AAA by S&P, Moody's and Fitch respectively.

BENCHMARK INDEX & DISCLOSURES

City of Banning | Account #11089 | As of July 31, 2024

Benchmark	Disclosure
ICE BofA 0-1 Yr US Treasury Index	The ICE BAML 0-1 Year US Treasury Index tracks the performance of US Dollar denominated Sovereign debt publically issued by the US government in its domestic market with maturities less than two years. Qualifying securities must haveat least one month and less than one years remaining term to final maturity, a fixed coupon schedule and a minimum amount outstanding of $1 billion. (Index: G0QA. Please visit www.mlindex.ml.com for more information)

State of California
Pooled Money Investment Account
Market Valuation
7/31/2024

Description	Carrying Cost Plus Accrued Interest Purch.	Fair Value	Accrued Interest
United States Treasury:			
Bills	$ 41,939,954,445.84	$ 42,512,495,348.50	NA
Notes	$ 59,113,939,716.78	$ 58,869,617,733.00	$ 424,205,708.00
Federal Agency:			
SBA	$ 243,005,100.60	$ 247,345,430.53	$ 1,177,502.63
MBS-REMICs	$ 1,393,997.21	$ 1,367,919.70	$ 6,081.20
Debentures	$ 7,950,158,519.06	$ 7,897,843,475.00	$ 71,800,570.00
Debentures FR	$ -	$ -	$ -
Debentures CL	$ 2,050,000,000.00	$ 2,048,222,200.00	$ 11,816,668.50
Discount Notes	$ 25,745,075,833.27	$ 26,069,152,200.00	NA
Supranational Debentures	$ 2,749,827,533.33	$ 2,731,503,650.00	$ 25,105,459.00
Supranational Debentures FR	$ -	$ -	$ -
CDs and YCDs FR	$ -	$ -	$ -
Bank Notes			
CDs and YCDs	$ 14,200,015,000.00	$ 14,201,039,481.92	$ 224,477,902.76
Commercial Paper	$ 10,359,791,180.64	$ 10,486,013,597.15	NA
Corporate:			
Bonds FR	$ -	$ -	$ -
Bonds	$ 743,024,634.11	$ 732,282,707.00	$ 7,435,756.78
Repurchase Agreements	$ -	$ -	$ -
Reverse Repurchase	$ -	$ -	$ -
Time Deposits	$ 5,269,000,000.00	$ 5,269,000,000.00	NA
PMIA & GF Loans	$ 418,402,000.00	$ 418,402,000.00	NA
TOTAL	$ 170,783,587,960.84	$ 171,484,285,742.80	$ 766,025,648.87

Fair Value Including Accrued Interest $ 172,250,311,391.67

Repurchase Agreements, Time Deposits, PMIA & General Fund loans, and
Reverse Repurchase agreements are carried at portfolio book value (carrying cost).

PMIA/LAIF Performance Report as of 8/07/24

Quarterly Performance Quarter Ended 06/30/24

LAIF Apportionment Rate[2]:	4.55
LAIF Earnings Ratio[2]:	0.00012419067099490
LAIF Administrative Cost[1]*:	0.16
LAIF Fair Value Factor[1]:	0.996316042
PMIA Daily[1]:	4.52
PMIA Quarter to Date[1]:	4.36
PMIA Average Life[1]:	217

PMIA Average Monthly Effective Yields[1]

July	**4.516**
June	4.480
May	4.332
April	4.272
March	4.232
February	4.122

Pooled Money Investment Account Monthly Portfolio Composition [1] 6/30/24 $178.0 billion

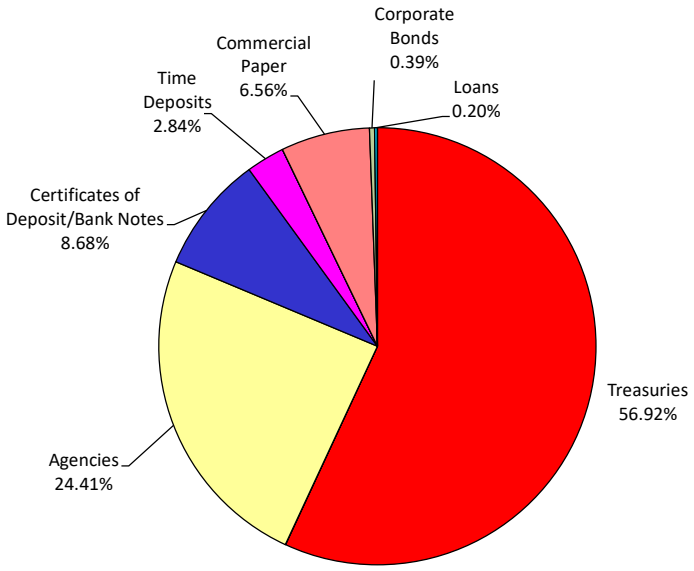


Chart does not include $1,567,000.00 in mortgages, which equates to 0.001%. Percentages may not total 100% due to rounding.

Daily rates are now available here. **View PMIA Daily Rates**

Notes: The apportionment rate includes interest earned on the CalPERS Supplemental Pension Payment pursuant to Government Code 20825 (c)(1) and interest earned on the Wildfire Fund loan pursuant to Public Utility Code 3288 (a).

**The percentage of administrative cost equals the total administrative cost divided by the quarterly interest earnings. The l aw provides that administrative costs are not to exceed 5% of quarterly EARNINGS of the fund. However, if the 13 -week Daily Treasury Bill Rate on the last day of the fiscal year is below 1%, then administrative costs shall not exceed 8% of quarterly EARNINGS of the fund for the subseque nt fiscal year.*

Source:
[1] State of California, Office of the Treasurer
[2] State of Calfiornia, Office of the Controller

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Brandon Robinson, Electrical Engineering Supervisor** **Arturo Vela, Director of Public Works**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Accept an Easement from Tri Pointe Homes for Electric Utility Purposes on Tract Map No. 37389-1, within the Atwell Development for the Maintenance of the City-Owned Electric Distribution System**

RECOMMENDATION:

Staff recommends that City Council accepts an easement from Tri Pointe Homes for electric utility purposes for Tract Map No. 37389-1, Lots 'K', 'L', 'O', 'P', and 'Q' within the Atwell Development for the maintenance of the City-owned electric distribution system.

BACKGROUND:

Final Tract Map No. 37389-3 within the Atwell Development Specific Plan was approved by City Council by Resolution No. 2019-151 on December 10, 2019. Banning Electric Utility has constructed electrical improvements within these tracts that were required to serve the housing development. As part of the Conditions of Approval for the project, the owner is required to provide the City with necessary easements for the maintenance of the City owned electric distribution system.

This easement will cover electric facilities that were constructed within Lots 'M' and "N", which is included in Tract Map 37398-3. The facilities within the proposed easement consist of primary underground electric infrastructure required for utility service along Clover Drive and Fallwater Place within the Atwell development.

JUSTIFICATION:

It is necessary to obtain the easements for the City to access and provide maintenance for the City owned electric distribution equipment which may include utility poles, conduit with conductors, transformers, switchgear, equipment pads and meters.

FISCAL IMPACT:

There is no fiscal impact associated with the acceptance of the easement.

ALTERNATIVES:

Do not approve and provide alternative direction.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Easement Tract No 37389-3_7-15-24.pdf
2. Certificate of Acceptance - TriPointe Homes.docx

EXEMPT RECORDING REQUESTED BY

City of Banning

PER GOV'T CODE 6103

AND WHEN RECORDED MAIL TO:

City of Banning – City Clerk
P.O. Box 998
Banning, CA 92220

SPACE ABOVE THIS LINE FOR RECORDER'S USE

APN: 408-680-002 & 408-691-026

EASEMENT – PUBLIC ELECTRIC UTILITY PURPOSES

The undersigned, being the present title owner(s) of record of the herein described parcel of land (Grantor(s), do hereby grant to the City of Banning, a California municipal corporation, and its successors or assigns (Grantee), an easement for public electric utility purposes, as more fully described herein, over, under and across the real property situated in the City of Banning, County of Riverside, State of California, described in Exhibit "A" (Public Electric Easement Legal Description) and shown on Exhibit "B" (Public Electric Easement Boundary Plat Map) attached hereto and incorporated herein by this reference as though set forth in full.

This easement for public electric utility purposes is for Grantee's construction, maintenance, reconstruction, and use of overhead and underground electrical lines, together with any and all appurtenances thereto, including, but not limited to, conduits, poles, vaults and wires, and the right, from time to time, to trim or cut down any and all trees, bushes and brush now or hereafter within the easement area or along each side of the easement area which now or hereafter in the opinion of Grantee may interfere with or be a hazard to the facilities installed hereunder or that Grantee deems necessary to comply with applicable City, state and federal laws and regulations. Grantor further agrees not to erect, place or maintain, nor permit the erection, placement or maintenance of any building, planter box or boxes, structure or fill soil in the easement area described in Exhibit "A" and shown on Exhibit "B".

It is understood and agreed that the City of Banning and its successors or assigns shall incur no liability with respect to such easement, and shall not assume any responsibility for the offered parcel of land or any improvements thereon or therein, until such offer has been accepted by appropriate action of the City Council, or of the local governing bodies or its successors or assigns.

The provisions hereof shall inure to the benefit of and be binding upon heirs, successors, assigns, and personal representatives of the respective parties hereto.

IN WITNESS THEREOF, these presents have executed this instrument this 15th day of July, 2024.

Tri Pointe Homes IE-SD, Inc.
Individual/Corporation (Type Name)

Signature

Michael C. Taylor, Division President
Name and Title (Type)

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside)

On 7-15-24 before me, Loretta Saginario-Ballou, Notary Public
(insert name and title of the officer)

personally appeared Michael C. Taylor,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

LORETTA SAGINARIO-BALLOU
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2345890
RIVERSIDE COUNTY
My Comm. Exp. February 9, 2025

Signature Loretta Saginario Ballou (Seal)

EXHIBIT "A"

PUBLIC ELECTRIC EASEMENT
CITY OF BANNING PROJECT ID NO. RW 24-0003
LEGAL DESCRIPTION

TWO SEPARATE STRIPS OF LAND LYING WITHIN LOTS 'M' AND 'N' OF TRACT NO. 37389-3, IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS FILED IN MAP BOOK 485, PAGES 85 THROUGH 94, INCLUSIVE, RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

STRIP 1:

A 46.00 FOOT LONG STRIP OF LAND LYING WITHIN SAID LOT 'M' OF THE AFOREMENTIONED TRACT NO. 37389-3, LYING 23.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE CENTERLINE INTERSECTION OF APEX STREET, HAVING A HALF WIDTH OF 46.00 FEET, AS SHOWN ON TRACT NO. 37389-1, IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, FILED IN BOOK 485, PAGES 68 THROUGH 75, INCLUSIVE, RECORDS OF SAID COUNTY, AND CLOVER DRIVE, HAVING A HALF WIDTH OF 46.00 FEET AS SHOWN ON SAID TRACT NO. 37389-3;

THENCE ALONG SAID CENTERLINE OF CLOVER DRIVE SOUTH 61°05'08" EAST 109.89 FEET;

THENCE PERPENDICULAR TO SAID CENTERLINE OF CLOVER DRIVE SOUTH 28°54'52" WEST 35.00 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID CLOVER DRIVE, SAID POINT ALSO BEING ON THE NORTHERLY LINE OF SAID LOT 'M' AND THE **TRUE POINT OF BEGINNING**;

THENCE CONTINUING SOUTH 28°54'52" WEST 10.00 FEET TO THE **POINT OF TERMINUS.**

SAID PUBLIC ELECTRIC EASEMENT CONTAINS 460 SQUARE FEET, MORE OR LESS.

STRIP 2:

A 42.00 FOOT LONG STRIP OF LAND LYING WITHIN SAID LOT 'N' OF THE AFOREMENTIONED TRACT NO. 37389-3, LYING 21.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE CENTERLINE INTERSECTION OF HUMMINGBIRD WAY, HAVING A HALF WIDTH OF 28.00 FEET, AS SHOWN ON SAID TRACT NO. 37389-3, AND FALLWATER PLACE (LOT F), HAVING A HALF WIDTH OF 35.00 FEET AS SHOWN ON TRACT NO. 37389-1, IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS FILED IN BOOK 485, PAGES 68 THROUGH 75, INCLUSIVE, RECORDS OF SAID COUNTY;

THENCE ALONG THE CENTERLINE OF SAID FALLWATER PLACE NORTH 55°57'42" EAST 144.71 FEET;

THENCE PERPENDICULAR TO SAID CENTERLINE OF FALLWATER PLACE NORTH 34°02'18" WEST 35.00 FEET TO THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID FALLWATER PLACE, SAID POINT ALSO BEING ON THE SOUTHEASTERLY LINE OF SAID LOT 'N' AND THE **TRUE POINT OF BEGINNING**;

THENCE CONTINUING NORTH 34°02'18" WEST 10.00 FEET TO THE **POINT OF TERMINUS.**

SAID PUBLIC ELECTRIC EASEMENT CONTAINS 420 SQUARE FEET, MORE OR LESS.

SUBJECT TO ALL CONDITIONS, RESERVATIONS, EASEMENTS AND RIGHTS OF RECORDS, IF ANY.

SEE EXHIBIT "B" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

PREPARED UNDER THE SUPERVISION OF:

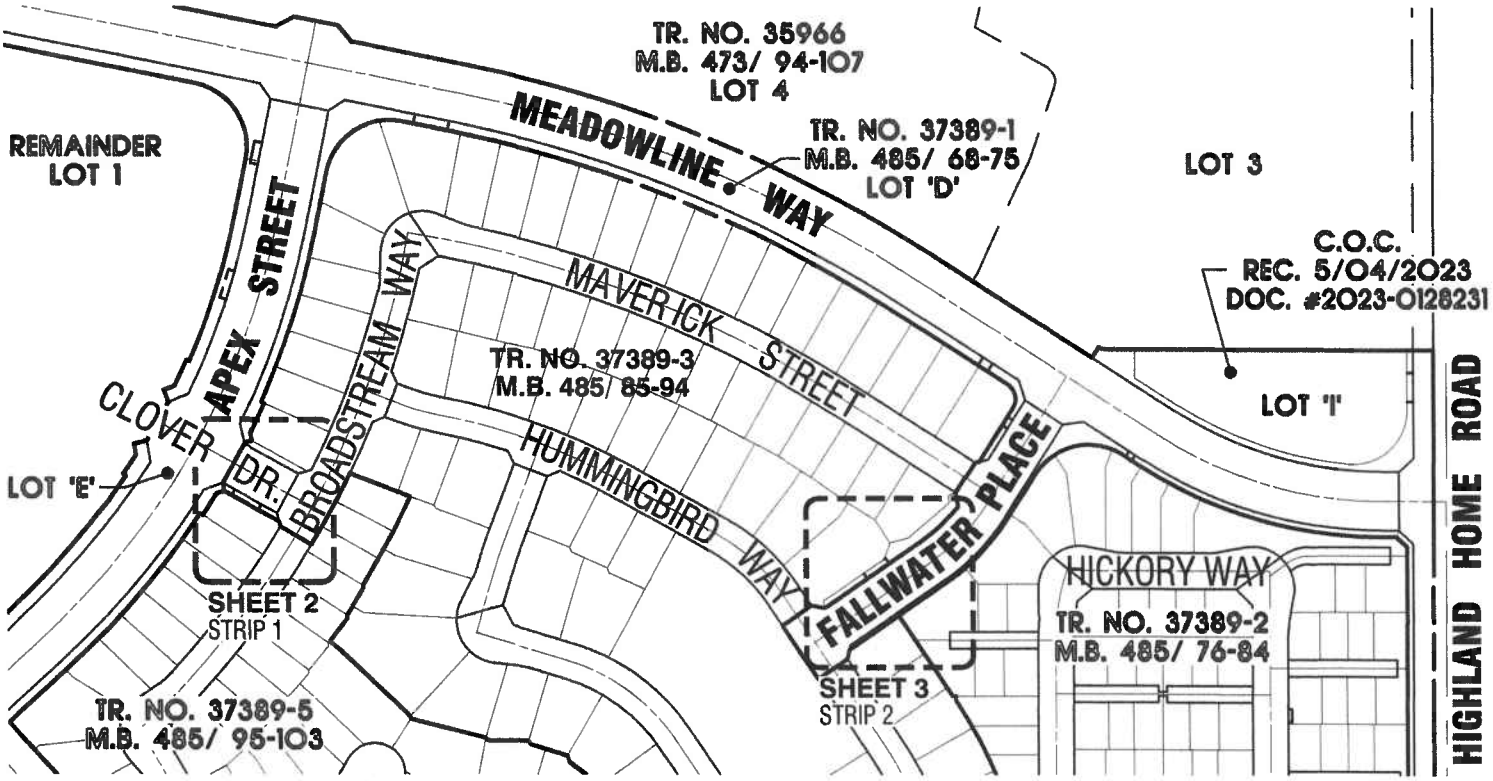
7-8-24

DARYL J. CHRISTIAN, PLS 8554 DATE



EXHIBIT "B"

PUBLIC ELECTRIC EASEMENT
CITY OF BANNING PROJECT ID NO. RW 24-0003
PLAT TO ACCOMPANY LEGAL DESCRIPTION
INDEX MAP



SCALE: 1" = 300'

300 150 0 300 600

GRAPHIC SCALE

ABBREVIATIONS

℄	CENTERLINE
M.B.	MAP BOOK
NO.	NUMBER
P.O.C.	POINT OF COMMENCEMENT
P.O.T.	POINT OF TERMINATION
T.P.O.B.	TRUE POINT OF BEGINNING

EASEMENT NOTES:

(1) INDICATES 3' WIDE NON-EXCLUSIVE EASEMENT FOR PUBLIC UTILITY PURPOSES TO THE CITY OF BANNING PER TRACT NO. 37389-1, M.B. 485/68-75

PROFESSIONAL LAND SURVEYOR
DARYL J. CHRISTIAN
LS 8554
STATE OF CALIFORNIA

SURVEYOR'S CERTIFICATE

PREPARED UNDER THE SUPERVISION OF:

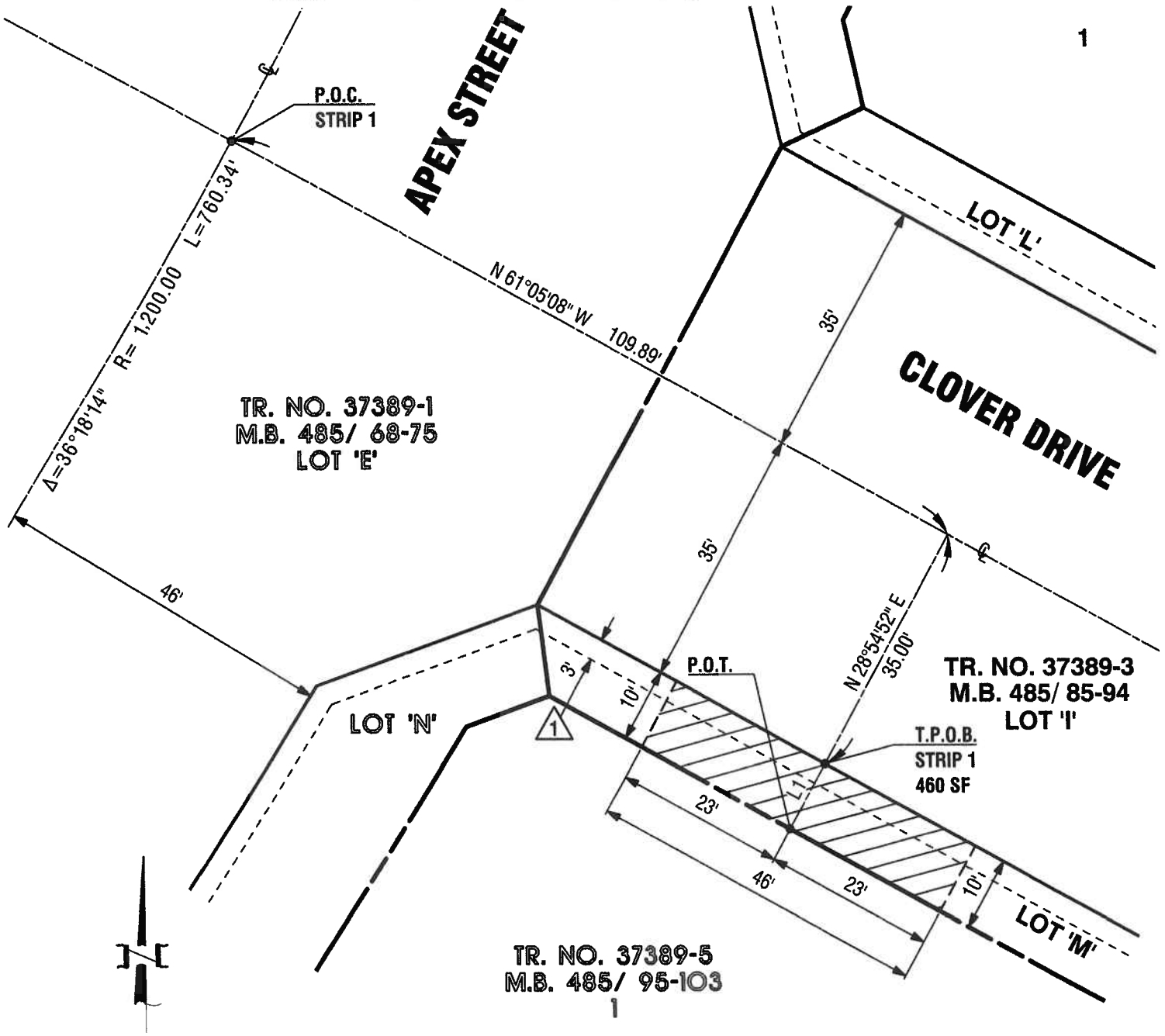
7-8-24

DARYL J. CHRISTIAN DATE
LICENSED LAND SURVEYOR NO. 8554

MDS CONSULTING
5 PETERS CANYON ROAD
SUITE 305
IRVINE, CA 92606
(949) 251-8821
WWW.MDSCONSULTING.NET
PLANNERS ENGINEERS SURVEYORS

EXHIBIT "B"

PUBLIC ELECTRIC EASEMENT
CITY OF BANNING PROJECT ID NO. RW 24-0003
PLAT TO ACCOMPANY LEGAL DESCRIPTION



SCALE: 1" = 20'

10 5 0 20

GRAPHIC SCALE

LEGEND:

PUBLIC ELECTRIC EASEMENT

ABBREVIATIONS

SEE SHEET 1

EASEMENT NOTES:

SEE SHEET 1

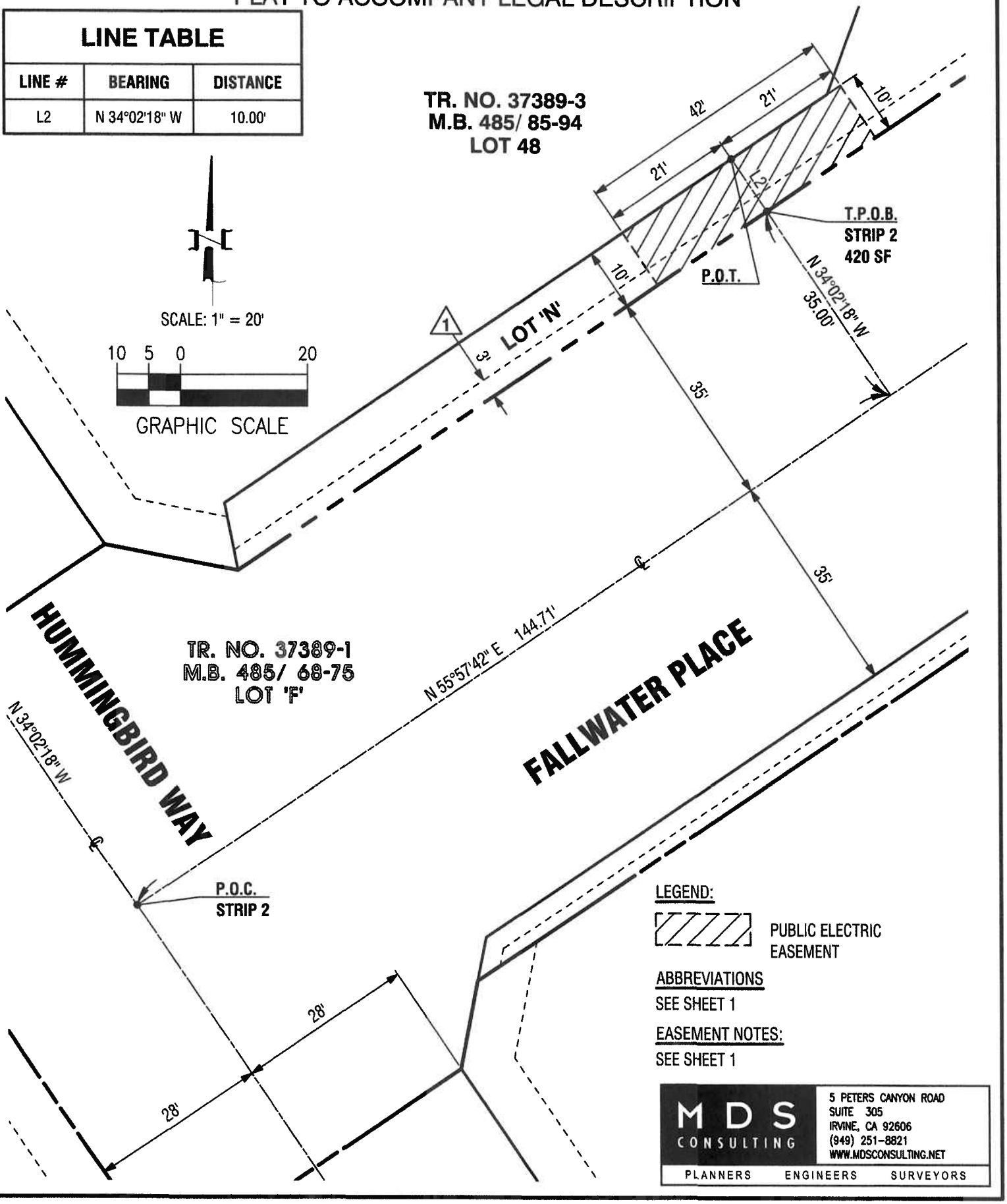
LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N 28°54'52" E	10.00'

MDS CONSULTING
5 PETERS CANYON ROAD
SUITE 305
IRVINE, CA 92606
(949) 251-8821
WWW.MDSCONSULTING.NET
PLANNERS ENGINEERS SURVEYORS

EXHIBIT "B"

PUBLIC ELECTRIC EASEMENT
CITY OF BANNING PROJECT ID NO. RW 24-0003
PLAT TO ACCOMPANY LEGAL DESCRIPTION

LINE TABLE		
LINE #	BEARING	DISTANCE
L2	N 34°02'18" W	10.00'



MDS CONSULTING
5 PETERS CANYON ROAD
SUITE 305
IRVINE, CA 92606
(949) 251-8821
WWW.MDSCONSULTING.NET
PLANNERS ENGINEERS SURVEYORS

Recording Requested by:

City Clerk
City of Banning
P.O. Box 998
Banning, CA 92220

NO RECORDING FEE PER SECTION 6103 OF THE GOVERNMENT CODE

CERTIFICATE OF ACCEPTANCE

This is to certify that the EASEMENT – ELECTRIC UTILITY PURPOSES from **Tri Pointe Homes IE-SD, Inc.,** dated 07/15/2024, is hereby accepted by THE CITY OF BANNING pursuant to authority conferred by the City Council this 10th day of September 2024, and the grantees consent to recordation thereof by its duly authorized agent.

Dated: September 10, 2024

CITY OF BANNING

_____
Caroline Patton, Administrative City Clerk

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Kevin Sin, Senior Civil Engineer** **Art Vela, Director of Public Works**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Accept as Complete Various Improvements Related to the Atwell Specific Plan Development and Authorize the 90% Reduction of the Improvement Bonds**

RECOMMENDATION:

City Council accept as complete various improvements related to the Atwell Specific Plan Development and authorize the 90% reductions in the improvements bonds.

BACKGROUND:

On December 10, 2019, City Council adopted Resolution 2019-151 approving Final Tract Map No. 37298-1 (NP-1 Pump Line and Segment D1 Non-Potable Water Line), releasing the map for recordation; authorizing staff to sign the subdivision improvement agreement and final tract map; and accepting the Performance and Labor and Material Bond for public improvements.

On April 22, 2022, City Council adopted Resolution 2022-44 authorizing staff to sign the Subdivision Improvement Agreement and accept the performance and labor/material bonds for public improvements at the Meadowline Water Interconnect Facility.

On June 28, 2022, City Council accepted a lot dedication from Tri Pointe Homes for the construction of the Meadowline Water Interconnect Facility for Tract Map No. 37298-1 within the Atwell Specific Plan Development.

On September 13, 2022, City Council adopted Resolution 2022-122 approving Final Tract Map Nos. 37389-1, 37389-2, 37389-3 and 37389-5 (Highland Home Road Pershing Channel Storm Drain), releasing the maps for recordation; authorizing staff to sign the subdivision improvement agreements and final tract maps; and accepting various Performance and Labor and Material Bonds for public improvements.

As conditions of approval for the Atwell Specific Plan development, Tri Pointe Homes was required to sign subdivision improvement agreements and to submit bonds to assure the City that the required public improvements are constructed according to City standards and specifications.

These public improvements included the NP-1 Pump Line, the Segment D1 Non-Potable Water Line, the Meadowline Water Interconnect Facility (mechanical and civil), and the Highland Home Road (Pershing Channel) Storm Drain for the Atwell Specific Plan Development.

JUSTIFICATION:

Staff has verified through inspections that the required public improvements were completed per City standards and specifications and recommends that City Council accept the improvements as complete and authorize the 90% bond exoneration for the following bonds:

Bond #	Bond Amount	Improvements
CMS331836	$360,716.71	NP-1 Non-Potable Water Pump Line
CMS331838	$1,252,659.70	Segment D1 Non-Potable Water Line
30151570	$2,734,000.00	Meadowline Interconnect (Mechanical)
30151571	$181,876.07	Meadowline Interconnect (Civil)
30164654	$1,121,753.13	HHR Storm Drain (Pershing Channel)

The remaining 10% of the bond amounts will remain for a period of 12 months (maintenance period) at which point the 10% balance will be released and the improvements will become City owned and maintained improvements.

FISCAL IMPACT:

Not applicable.

ALTERNATIVES:

Do not accept staff's recommendation and provide staff with additional direction.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Attachment 1 - SIA for Tract 37298-1 (NP-1 and Segment D1).pdf
2. Attachment 2 - NP1 Pump Line Bond.pdf
3. Attachment 3 - Segment D1 Non-Potable Water Bond.pdf
4. Attachment 4 - Meadowline Interconnect SIA and Bonds.pdf
5. Attachment 5 - SIA for Tr 37389-1 (HHR Pershing Channel SD).pdf
6. Attachment 6 - HHR (Pershing Channel) Storm Drain Bonds.pdf
7. Attachment 7 - NP-1 Pump Line Plan.pdf
8. Attachment 8 - NONP SEG-D1 Plan.pdf
9. Attachment 9 - TR 37298-1 MLW-INTRCNCT MECH PLAN.pdf
10. Attachment 10 - TR 37298-1 MLW-INTRCNT CIVIL PLAN.pdf
11. Attachment 11 - TR 37389-1 SD HHR.pdf

CITY OF BANNING

SUBDIVISION IMPROVEMENT AGREEMENT

* * * * * * SUBDIVISION REFERENCE DATA * * * * * *

[X] FINAL TRACT MAP NO. 37298-1 ("Final Map" herein)

[ ] PARCEL MAP NO. _____("Parcel Map" herein)

NAME OR TRACT NUMBER OF SUBDIVISION ("Subdivision" herein):	ATWELL – 37298-1
NAME AND ADDRESS OF SUBDIVIDER(S):	PARDEE HOMES 1250 CORONA POINTE CT, #600 CORONA, CA 92881
CITY COUNCIL RESOLUTION OF APPROVAL NO.	2019-151 ("Resolution of Approval" herein)

DATE(S) THAT IMPROVEMENT PLANS WERE APPROVED BY THE CITY ENGINEER: see dates below

IMPROVEMENT/PLAN NO.:	
NP-1 Site Plan - Approved 10/3/19	Segment D1 Plans - 3rd PC 11/5/19
NP-1 Pump Line - Approved 9/25/19	Sewer Imp Plans - Approved 8/07/2019
NP-1 Building Improvements	Water Imp Plans - Approved 8/07/2019
	Street Imp Plans - Approved 7/15/2019
	Storm Drain Imp Plans - Approved 7/15/2019

ESTIMATED TOTAL COSTS:		
	IMPROVEMENTS	$15,949,531.92
	GRADING	$0
	MONUMENTATION	$3,296,834.96
	TOTAL:	$19,246,366.88

FORM OF IMPROVEMENT SECURITY:

[X] AAA Corporate surety bonds

[ ] Deposit of money

NAME AND ADDRESS OF CORPORATE SURETY (if applicable):

RLI Insurance Company
(Name of Corporate Entity)
6303 Owensmouth Ave, 10th Floor
(Street Address)
Woodland Hills, CA 91367
(City) (State) (Zip)

SURETY BOND NUMBERS (if applicable):

Apex Street
- Storm Drain Bond#CMS331784
- Sewer Bond#CMS331785
- Street Bond#CMS331786
- Water Bond#CMS331787
- Non Potable Water Bond#CMS331788

Atwell Drive
- Water Bond#CMS331797
- Street Bond#CMS331798

Creekside Avenue
- Sewer Bond#CMS331780
- Storm Drain Bond#CMS331781
- Water Bond#CMS331782
- Street Bond#CMS331783

Highland Springs Avenue
- Storm Drain Bond#CMS331799
- Street Bond#CMS331800
- Water Drain Bond#CMS331801

Landmark Way
- Water Bond#CMS331792
- Street Bond#CMS331793
- Sewer Bond#CMS331794
- Storm Drain Bond#CMS331795
- Non Potable Water Bond#CMS331796

Meadowline Way
- Street Bond#CMS331802
- Water Bond#CMS331803
- Non Potable Water Bond#CMS331804
- Storm Drain Bond#CMS331805
- Sewer Bond#CMS331806

Wilson Street
- Storm Drain Bond#CMS331789
- Sewer Bond#CMS331790
- Water Bond#CMS331791
- Street Bond#CMS331807

Monumentation
- 37298-1 BB Bond#CMS331840
- Well NP1 NO Water Bond#CMS331845
- Segment D1 NP Water Bond#CMS331838
- NP Well Site Bond#CMS331837
- NP1 Pump Line NP Water Bond#CMS331836

EFFECTIVE DATE OF AGREEMENT: December 10, 2019
(to be inserted by City)

COMPLETION PERIOD: All public improvements (e.g. water, non-potable water, wastewater, streets, storm drain, etc.) of Tract Map No. 37298-1 shown on the approved plans for said tract map shall be completed within two years from the Effective Date of the Agreement.

All off-site non-potable water improvements (e.g. well NP-1 and site improvements, pump line, segment D-1, etc.) shown on the approved plans shall be completed within three years from the Effective Date of the Agreement.

* *

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SUBDIVISION IMPROVEMENT AGREEMENT

THIS SUBDIVISION IMPROVEMENT AGREEMENT ("Agreement") is made and entered into by and between the City of Banning, a municipal corporation ("City"), and the Subdivider whose name and address is set forth above in the Subdivision Reference Data.

RECITALS

A. Subdivider has presented to the City for approval and recordation a Final Map, identified above in the Subdivision Reference Data, of a proposed subdivision pursuant to the Subdivision Map Act of the State of California and the City's ordinances and regulations as such ordinances and regulations are vested under the development agreement recorded in the official records of the County of Riverside on July 17, 2012 as Document No. 2012-0332888 ("Development Agreement") relating to the filing, approval and recordation of subdivision maps (collectively referred to herein as the "Subdivision Laws").

B. A tentative map of the Subdivision was previously approved by City, subject to the Subdivision Laws and to the City's standard requirements as vested under the Development Agreement and conditions of approval contained in the City Council's Resolution of Approval, a copy of which is on file in the Office of the City Clerk and which is incorporated herein by this reference.

C. The Subdivision Laws establish, as a condition precedent to the approval of a Final Map, that the Subdivider comply with the City Council's Resolution of Approval and either (i) complete, in compliance with applicable City standards, all of the improvements and land development work required by the Subdivision Laws and the City Council's Resolution of Approval; or (ii) enter into a secured agreement with the City to complete the improvements and land development work within a period of time specified by the City.

D. In consideration of approval of the Final Map for the Subdivision by the City Council, Subdivider desires to enter into this Agreement whereby Subdivider promises to install and complete, at its sole expense, except as otherwise provided in a credit/reimbursement agreement as provided for in the Development Agreement, all public improvement work required by the City as set forth on the Improvement Plans (as defined below) for the proposed Subdivision. Subdivider has secured this Agreement by improvement security required by the Subdivision Laws and approved by the City. In any conflict between the terms in this Agreement and the Development Agreement, the Development Agreement shall be the controlling document.

E. Improvement Plans, and related specifications, numbered as designated above in the Subdivision Reference Data, for the construction, installation and completion of the Improvements identified in Schedule A hereto, have been prepared by the Subdivider, approved by the City Engineer, and are on file in the office of the City Engineer. Said Improvement Plans, and related specifications, subsequently modified by the mutual written agreement of the parties, are hereby referred to as the "Improvement Plans" and are incorporated herein by this reference.

Any improvement to be constructed pursuant to the Improvement Plan is hereby referred to individually as an "**Improvement**" and collectively as the "**Improvements**".

NOW, THEREFORE, in consideration of the approval and recordation by the City Council of the Final Map of the Subdivision, Subdivider and City agree as follows:

1. SUBDIVIDER'S OBLIGATION TO CONSTRUCT IMPROVEMENTS

A. Subdivider shall, at its sole expense, unless otherwise provided in a credit/reimbursement agreement as provided for in the Development Agreement, and in compliance with the provisions of the Subdivision Laws, the Improvement Plans, conditions of approval of the Tentative Map, and all applicable City standards and fees, and in a good and workmanlike fashion, furnish, construct, install and guarantee (as set forth in Section 3) the Improvements, Grading, and Monumentation described on the tentative map and in the City Council's Resolution of Approval relating thereto (collectively, the "Improvements").

B. To the extent necessary to construct the Improvements, as determined by the City Engineer, the Subdivider shall acquire and dedicate, or pay the reasonable, documented cost of acquisition by City of, all rights-of-way, easements and other interests in real property for the construction or installation of the Improvements, free and clear of all liens and encumbrances. If the Subdivider is unable to acquire such rights-of-way, easements and other interests in real property by negotiation, then Subdivider shall, within 120 days of Final Map approval, enter into a condemnation agreement with City pursuant to Government Code Section 66462.5, by which the City will commence the process for the acquisition of the rights-of-way, easements or other real property.

C. Subject to any time extensions granted in accordance with Section 4, Subdivider shall complete all Improvements within its respective "Completion Period" specified in the Subdivision Reference Data; provided, however, that if the City Engineer reasonably determines in good faith that accelerated construction of the Improvements is essential in order to protect the public health, welfare and safety, the City Engineer shall give Subdivider not less than fifteen (15) business days' prior written notice to commence or accelerate installation and construction of such Improvements, or any portion thereof. The notice shall be in writing, and shall describe the work to be done by Subdivider, the time within which the work will commence, the period within which the work will be completed and identify the reasons that such early commencement is essential in order to protect the public health, welfare and safety. All or any portions of said Improvements may be required to be constructed or completed at a specified time, providing the foregoing criteria is met. If the Subdivider objects to the commencement or acceleration of the Improvements as specified by the City Engineer, Subdivider may appeal the decision of the City Engineer to the City Council. Any such appeal shall be filed with the City Clerk within 10 days after receipt by Subdivider of the written notice from the City Engineer.

D. If the Improvements to be constructed by Subdivider include monumentation, such monumentation shall be installed not later than thirty (30) days after the City's acceptance of all other Improvements pursuant to Section 2. As used herein,

"monumentation" shall mean the setting of survey monuments and tie points in accordance with the Subdivision Laws, and the delivery to the City Engineer of tie notes for said points.

E. Subdivider shall , at its sole expense, unless otherwise provided in a credit/reimbursement agreement as provided for in the Development Agreement, replace or repair all public improvements, public utility facilities, and surveying or subdivision monuments which are destroyed or damaged as a result of any work performed by Subdivider under this Agreement during or after the Completion Period. Any such replacement or repair shall be subject to the approval of the City Engineer.

F. In addition to, and separate from, the indemnity obligations contained in Section 9 of this Agreement, and without limiting the City's remedies under general construction defect law, Subdivider shall be responsible for the care, repair and maintenance of the applicable portion of the Improvements until the latter of the following time periods: (i) the Improvements or applicable portion thereof is accepted in writing by the City; or (ii) the expiration of the required one-year guarantee and warranty period as specified herein; or (iii) the expiration of any applicable period of time requiring the care, repair and maintenance of the applicable Improvement specified in the Development Agreement (not including the term of any Development Agreement). Neither City, nor its officers, agents and employees, shall have any liability for any accident, loss or damage to the Improvements and that may result from the construction of the Improvements prior to their completion and written acceptance by the City

G. In addition to, and separate from: (1) the indemnity obligations contained in Section 7 of this Agreement, (2) the care, repair and maintenance provisions under paragraph E of this Section 1 of this Agreement; and (3) the warranty and guarantee provisions of Section 3 of this Agreement, Subdivider shall repair and correct, or be liable to the City for any cost to repair and correct, any defect in the construction of the Improvements that is identified by City within in accordance with general construction defect law ten (10) years after City's acceptance of the Improvement, provided the City provides written notice to Subdivider of the existence of the defect within that the time period under law, and the defect is caused directly or indirectly by the design, construction, functionality, installation, assembly or workmanship of Subdivider. Nothing contained in this paragraph is intended to limit or otherwise waive any right or cause of action under applicable construction defect law that City may assert against Subdivider.

H. Subdivider shall, at its sole expense, unless otherwise provided in a credit/reimbursement agreement as provided for in the Development Agreement, obtain all necessary permits and licenses for the construction and installation of the Improvements, give all necessary notices, and pay all applicable fees required by City ordinance or resolution and all taxes required by law.

I. Not less than seven (7) days prior to commencement of work on the Improvements, Subdivider shall give written notice to the City Engineer of the date fixed for such commencement of work in order that the City Engineer shall have adequate time to schedule all necessary inspections.

J. SUBDIVIDER shall pay all applicable City fees and costs stipulated in the latest fee resolution as adopted by the City Council from time to time as required for the development of the SUBDIVISION including but not limited to the following:

1. Building Permit Fees --- to be paid at the time of building permit issuance;

2. Final Map Plan Check Fees --- to be paid at time of submittal of final map for plan check and resubmittal of revised final map for plan check;

3. Final Map Moratorium Fees --- to be paid from cash deposit established at time of filing final map;

4. Plan Check and Review Fees --- to be paid from cash deposit established at time of filing improvement plans for plan check;

5. Encroachment Permit Fees --- to be paid at time of application for encroachment permit;

6. Inspection Fees --- to be paid from cash deposit established at time of construction permit issuance; and

7. Grading Permit Fee --- to be paid from cash deposit established at time of grading permit issuance.

K. Subdivider shall provide City with final Record Drawings of all plans developed for the Subdivision, showing all changes and as built conditions as specified in the Tentative Tract Map Conditions of Approval, and shall provide electronic image files of those final Record Drawings consistent with electronic image file size and type specifications of the City prior to the acceptance of improvements and release of bonds or other security.

2. INSPECTION OF WORK AND FINAL ACCEPTANCE

A. Subdivider shall at all times maintain proper facilities and safe access for inspection of the Improvements by the City Engineer and other City personnel and inspection consultants.

B. Upon completion of the work on all or any category of the Improvements, the Subdivider may request a final inspection by the City Engineer. Within forty-five (45) days of receipt of the written letter request, the City Engineer shall inspect the Improvements and provide written notice to Subdivider of the list of items which have been found to be incomplete and the list of items which have been found to be complete. If the City Engineer determines that all or any specified category of the Improvements have been completed in accordance with this Agreement and in compliance with the Improvement Plans and all applicable City standards, then the City Engineer shall acknowledge that determination in a report to the City Council. If the Improvements that are completed are to be dedicated to or owned by the City (Improvements within City right of way and property for public use), the City Engineer's determination shall be

submitted to the City Council for final acceptance by the City, unless such power to accept has been delegated by the City Council to the City Engineer or some other officer of the City, in which case the final acceptance shall be subject to the approval of that specified official. If the Improvements that are completed are to be dedicated to or owned by a public entity other than the City, the Subdivider's written request shall be submitted to the applicable public entity or other owner, for final acceptance. Subdivider shall bear all costs of inspection and determination of completeness in accordance with City's formally adopted and applicable fees and rates.

C. Acceptance of all or any specified category of the Improvements by the City Council shall be made upon recommendation and certification of the City Engineer following inspection of said Improvements pursuant to subparagraph B above. The City Council shall act upon the City Engineer's recommendation that such public Improvements have been completed unless such power to accept has been delegated by the City Council to the City Engineer or some other officer of the City, in which case the final acceptance shall be subject to the approval of that specified official. Acceptance by the City or by the governing body of the entity that is to accept dedication or ownership of the public improvements shall not constitute a waiver by the City or such other public entity of any defects in the public Improvements.

3. GUARANTEE AND WARRANTY OF THE IMPROVEMENTS

A. If, within a period of one year following acceptance by the City of the applicable Improvements specified in Schedule A, any Improvements or part of any Improvements specified in Section A furnished, installed or constructed by the Subdivider, or any of the work performed under this Agreement by Subdivider, fails to comply with any requirements of this Agreement, or the Subdivision Laws, or the Improvement Plans and related specifications, the Subdivider shall, without delay and without cost to the City, repair, replace or reconstruct any defective or otherwise unsatisfactory part or parts of the Improvements. Subdivider's obligations hereunder shall include the repair, replacement or reconstruction of all irrigation systems and all trees, shrubs, ground cover and landscaping for such one year.

B. Should the Subdivider fail or refuse to act promptly or in accordance with subparagraph A above, or should the exigencies of the situation require repair, replacement, or reconstruction to be undertaken before the Subdivider can be notified and can perform the necessary work, then the City may, in its discretion, make the necessary repairs or replacements or perform the necessary reconstruction and draw upon the Subdivider's improvement security to reimburse itself for the costs incurred. If the Subdivider's improvement security does not cover the total cost of such repair, replacement, or reconstruction, the Subdivider shall reimburse the City for any excess costs incurred.

C. The security furnished for the faithful performance of the Subdivider's obligation to construct and install the Improvements described herein shall include the Subdivider's liability and obligation hereunder to provide the one-year guarantee and warranty of the Improvements.

4. TIME EXTENSIONS

A. Upon a showing by the Subdivider of good cause therefor, the duration of the Completion Period for the Improvements (or any of them) may be extended by the City Engineer in writing. As used herein, "good cause" may include, without limitation, delay resulting from, arising out of or relating to an act of the City; acts of God or force majeure, strikes, boycotts or similar job actions by employees or labor organizations which prevent the conduct of the work; findings made by a governmental entity that the site of a particular Improvement is of archeological significance or requires further permitting and approval; and/or actions or failure to act of native American monitor(s); and, the order of any court.

B. A time extension may be granted without notice to any surety or sureties of the Subdivider and shall not affect the validity of this Agreement nor release the surety or sureties on any bond given as an improvement security pursuant to this Agreement.

C. As a condition of any time extension provided for herein, the City Engineer, may require the Subdivider to furnish new or modified improvement security guaranteeing performance of this Agreement, as extended, in an increased amount as necessary to compensate for any projected increase in the Estimated Total Cost of Improvements, as determined by the City Engineer.

5. IMPROVEMENT SECURITY

A. Prior to City's execution of this Agreement, Subdivider shall provide as security to the City:

1. For Performance and Guarantee: Security in an amount equal to one hundred percent (100%) of the Estimated Total Cost of the Improvements, excluding Grading, as set forth above in the Subdivision Reference Data. The security shall be issued by a bonding company licensed to issue bonds in the State of California and having a Best rating of AAA or better. With this security, the form of which shall be subject to City Attorney's prior approval, the Subdivider assures faithful performance under this Agreement and guarantees the Improvements for one year after the completion and acceptance of the applicable portion of such Improvements, against any defective workmanship or materials or any unsatisfactory performance, pursuant to Section 3 hereof.

2. For Payment: Security in an amount equal to one hundred percent (100%) of the Estimated Total Cost of the Improvements, excluding Grading, as set forth above in the Subdivision Reference Data. The security shall be issued by a bonding company licensed to issue bonds in the State of California and having a Best rating of AAA or better. With this security, the form of which shall be subject to City Attorney's prior approval, the Subdivider guarantees payment to contractors, subcontractors, and persons renting equipment or furnishing labor or materials to them or to the Subdivider.

B. If the improvement security is a corporate surety bond and, in the opinion of the City, any surety or sureties thereon become insufficient, because (i) the surety becomes

insolvent; (ii) the surety's bond rating is downgraded; (iii) the surety declares bankruptcy; or (iv) the surety is no longer deemed to be an admitted surety in California by the California Department of Insurance, or (v) the form of the surety or the amount is found by City to be in error or materially insufficient, the Subdivider shall renew or replace any such surety bond with good and sufficient surety or sureties within thirty (30) days after receiving from City written demand therefor.

C. The amount of security for performance, payment and warranty obligations provided by this section shall not include the cost of monumentation, as required by Government Code Section 66497 so long as a separate cash deposit or security acceptable to the City Engineer for the estimated cost of monumentation has been submitted to the City.

D. Improvement security consisting of corporate surety bonds, in a form accepted by the City Attorney, shall be filed with the City Engineer and then kept on file with the City Clerk. If a corporate surety bond is replaced by another approved bond, the replacement shall be submitted to the City Engineer and, upon filing with the City Clerk, shall be deemed to have been made a part of and incorporated into this Agreement. Upon submission to the City Engineer and then filing with the City Clerk of a replacement bond, the former improvement security shall be released following written approval of the City Engineer.

E. Modifications of the Improvement Plans and related specifications, and modifications of the Improvements, not exceeding ten percent (10%) of the original Estimated Total Cost of the Improvements, shall not relieve or release any improvement security furnished by Subdivider pursuant to this Agreement. If any such modifications exceed ten percent (10%) of the Estimated Total Cost of the Improvements, Subdivider shall furnish additional improvement security for performance and guarantee, and for payment, as required by subparagraph A above, for one hundred percent (100%) of the revised Estimated Total Cost of the Improvements.

F. Subject to any time extensions granted in accordance with Section 4 herein, the Subdivider shall be in default if the Subdivider has not completed all improvements within two years from the Execution Date of the Agreement and has not repaired any defects in the completed Improvements within the one-year guarantee and warranty period.

Alternatively, in the event of a default by the Subdivider pursuant to Section 10, and after written notice to Subdivider and reasonable opportunity to cure, City, at its sole option, shall have the right, without limiting any other rights and/or remedies available to City at law or in equity, to draw upon or utilize the improvement security furnished herewith to construct and install the Improvements itself. If City exercises this right, the release of any unused portion of such improvement security shall be in accordance with the procedures outlined in Section 6 herein, including any retention necessary for the one-year guarantee period.

6. REDUCTION OR RELEASE OF IMPROVEMENT SECURITY

A. All public Improvements (Improvements that are to be owned or dedicated to the City or other public entity as distinguished from those owned by a private community

association) shall be first completed, deemed completed by the City Engineer and then accepted as complete by the City prior to release of sureties. All private Improvements (Improvements that are to be owned by a private community association and not dedicated or owned by the City or other public entity) shall be first completed and then accepted as complete in writing by the City Engineer.

B. Partial releases or reductions in the Subdivider's improvement (performance) security may be authorized prior to the City's acceptance of all Improvements required hereunder, as follows:

1. At the time that the Subdivider believes that the obligation to perform the work for which security was required is complete, the Subdivider may notify the City in writing of the completed work, including a list of work completed. Upon receipt of the written notice, the City shall review and comment or approve the completion of the required work within forty-five (45) days. If the City does not agree that all work has been completed in accordance with the plans and specifications for the Improvements, it shall supply a list of all remaining work to be completed within this 45-day period.

2. Within forty-five (45) days of receipt of the list of remaining work from the local agency, the Subdivider may then provide cost estimates for all remaining work for review and approval by the City. Upon receipt of the cost estimates, the City shall then have forty-five (45) days to review, comment, and approve, modify, or disapprove those cost estimates. The City shall not be required to engage in this process of partial release more than once between the start of work and completion and acceptance of all work; however, nothing in this section prohibits the City from allowing for multiple and phased partial releases as it otherwise deems appropriate.

3. If the City approves the cost estimate, the City shall release all performance security except for security in an amount up to two hundred percent (200%) of the cost estimate of the remaining work. The process allowing for a partial release of performance security shall occur when the cost estimate of the remaining work does not exceed twenty percent (20%) of the total original performance security unless the City allows for a release at an earlier time. Substitute bonds or other security may be used as a replacement for the performance security, subject to the approval of the City. If substitute bonds or other security is used as a replacement for the performance security released, the release shall not be effective unless and until the City receives and approves that form of replacement security. A reduction in the performance security, authorized under this section, is not, and shall not be deemed to be, an acceptance by the City of the completed improvements in and of itself, and the risk of loss or damage to the Improvements and the obligation to maintain the Improvements shall remain the sole responsibility of the Subdivider until the applicable required public Improvements have been accepted by the City in writing and all other required improvements have been fully completed in accordance with the plans and specifications for the improvements.

4. The Subdivider shall complete the works of Improvement until all remaining items are accepted by the City.

5. Upon the completion of the Improvements, the Subdivider, or his or her assigns, shall be notified in writing by the City within forty-five (45) days.

6. Within sixty (60) days of the issuance of the notification by the City Engineer, any remaining performance security, except ten percent (10%) of the original amount of the security to guarantee and warrant the Improvements for the one-year guarantee and warranty period, shall be released within sixty (60) days of the issuance of the written statement of completion.

C. Security securing the payment to the contractor, his or her subcontractors and to persons furnishing labor, materials or equipment shall, after passage of the time within which claims of lien are required to be recorded pursuant to Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the Civil Code and after acceptance of the work, be reduced to an amount equal to the total claimed by all stop notice claimants for whom stop notices have been filed with the City, and if no claims have been filed, the security shall be released in full.

D. The partial release provisions of this Section 6 shall not apply to any required guarantee and warranty period required by Section 66499.9 for the guarantee or warranty nor to the amount of the security deemed necessary by the local agency for the guarantee and warranty period nor to costs and reasonable expenses and fees, including reasonable attorneys' fees. Security furnished to guarantee and warrant the Improvements against any defective work or labor done or defective materials furnished, shall be released within thirty (30) days after the completion of the one-year period following completion and acceptance of all Improvements.

E. If Subdivider's obligations relating to any Improvements are subject to the approval of another governmental agency, the City shall not release the improvement (performance) security therefor until the obligations are performed to the satisfaction of such other governmental agency. Such agency shall have sixty (60) days after receipt of written notice from the Subdivider of the Subdivider's performance of the obligation to register its satisfaction or dissatisfaction. If at the end of that period it has not registered its satisfaction or dissatisfaction, it shall be conclusively deemed that the Subdivider's performance of the obligation was done to its satisfaction, and such improvement security shall be promptly released.

F. In the event the time periods for action by the City specified in this Section conflict with a shorter or longer time period for such actions as provided in Government Code Section 66499.7, the time periods in Government Code Section 66499.7 shall control.

7. <u>INDEMNIFICATION OF CITY BY SUBDIVIDER</u>

A. Neither the City, nor its officers, agents and employees, shall be liable or responsible for any accident, injury, loss or damage to either property or person attributable to or arising out of the defective design, construction, functionality, installation assembly or improper

maintenance including, without limitation, the use of defective methods, materials or workmanship (collectively "Subdivider's Faults") of the Improvements by Subdivider, its officers, employees and agents. Subdivider shall indemnify, hold harmless and defend the City, its officers, agents and employees, from and against any and all losses, claims, costs, expenses, liabilities, damages, actions, causes of action and judgments, including attorneys' fees, arising directly or indirectly out of or attributable to Subdivider's Faults.

B. Subdivider's obligations under this Section 7 are not conditioned or dependent upon whether the City, or its officers, agents and employees, prepared, supplied or reviewed any Improvement Plans or related specifications in connection with the Subdivision or the Improvements, or has insurance or other indemnification covering any of these matters.

C. Subdivider's obligation to indemnify, hold harmless and defend the City under this Section 7 shall extend to injuries to persons and damages to or alleged taking of property resulting from the Subdivider's Faults, and the Improvements required herein, and shall likewise extend to claims asserted by adjacent property owners based upon the diversion of waters caused by the Subdivider's defective design or defective construction of public drainage systems, streets, and other public facilities or improvements. Except for a City Directive as defined below, the City's acceptance of the Improvements shall not constitute an assumption by the City of any responsibility or liability for any damage or alleged taking of property referenced herein. City shall not be responsible or liable for the design or construction of the Subdivision or the Improvements constructed or installed pursuant to the approved Improvement Plans or the Final Map, regardless of any act or omission by the City in approving the Improvement Plans or the Final Map, unless the particular Improvement design was required by the City over the written objection of the Subdivider, which objection stated that the Improvement design was potentially dangerous or defective and set forth an alternative design (a "City Directive"). After City's acceptance of the Improvements, the Subdivider shall remain obligated to correct or eliminate all dangerous conditions created by defects in design, construction or Subdivider's Faults (other than those required by a City Directive); provided, however, that Subdivider shall not be responsible for routine maintenance as specified in Section 1(F) of this Agreement. Subdivider's indemnity obligations hereunder shall remain in effect for ten (10) years following acceptance of the respective Improvement(s) by the City Council. Subdivider acknowledges and agrees that Subdivider shall be responsible and liable for the Subdivider's Faults with respect to the Improvements and other work done pursuant to this Agreement, unless same is due to a City Directive. City shall not be liable for any acts or omissions in approving, reviewing, checking, correcting or modifying any Improvement Plans or related specifications, or in inspecting, reviewing or approving any work or construction of Improvements, unless same is due to a City Directive. The Subdivider's improvement security shall not be required to secure the Subdivider's obligations under this subparagraph C beyond the one-year guarantee and warranty period, unless the City Engineer provides notice to Subdivider prior to the expiration of the one-year period of the existence of, or continued existence of, defects in the improvements, in which case the portion of the improvement security to guarantee and warranty the improvements against defective work shall not be released and shall remain in place until the City Engineer provides written confirmation that the defects have been cured and corrected. The indemnity shall be effective retroactively to the earliest recordation date of the Final Map.

D. Subdivider shall pay and satisfy any judgment, award or decree that may be rendered against City, its officers, officials, employees, agents, representatives and volunteers (collectively hereinafter "City and City Personnel") to the extent of the indemnity provided above, in any such suit, action, or other legal proceeding, provided City gives Subdivider prompt written notice of such claim and allows Subdivider to undertake the defense thereof, and provided further that City cooperates in any such suit, action, or other legal proceeding, but shall retain its right to reject a settlement that the City deems, in its sole and absolute discretion, to be contrary to the interests of the City.

E. Subdivider's obligation to indemnify shall not be restricted to Insurance proceeds, if any, received by the City and City Personnel.

F. Subdivider, on behalf of itself and all parties claiming under or through it, hereby waives all rights of subrogation and contribution against City and City Personnel to the extent of the indemnity above provided.

8. INSURANCE

The following coverages will be provided by Subdivider and maintained on behalf of City and in accordance with the requirements set forth herein. If Subdivider performs construction activities through a general contractor, some or all of these insurance requirements for the period of construction may be satisfied by the general contractor's insurance coverages. In such case, Subdivider shall maintain during this same construction period, and after the construction period, the coverages shown below as "Insurance After Construction." In addition, Subdivider may elect to obtain, for all or any portion of the Project, an "Owner-Controlled Wrap Up" insurance policy in satisfaction of the insurance requirements for general contractors and subcontractors provided it satisfies all of the insurance requirements below for general contractors and subcontractors. Throughout these specifications, the word "Subdivider" refers to the Party responsible to provide the coverages as specified and, depending on context, may refer either to Subdivider or to a separate General Contractor.

A. Insurance During Construction. Subdivider shall provide the following insurance during construction of the Improvements. Insurance requirements may be met through insurance provided by Subdivider's General Contractor:

1. Commercial General Liability Insurance. Commercial General Liability Insurance (primary) shall be provided on ISO-CGL Form No. CG 00 01 or equivalent coverage, including provisions for defense of additional insureds. Policy limits shall be no less than two million dollars ($2,000,000) per occurrence for all coverages and five million dollars ($5,000,000) general aggregate. City and its officers, employees and agents shall be added as additional insureds using ISO Form CG 20 10 11 85 or other revision of the CG 20 10 form if available from the insurer and reasonably acceptable to the City, not limiting coverage for the additional insured to "ongoing operations" or in any way excluding coverage for completed operations. Coverage shall apply on a primary non-contributing basis in relation to any other insurance or self-insurance, primary or excess, available to City or any officer, employee or agent of City.

Coverage shall not be limited to the vicarious liability or supervisory role of any additional insured. Coverage shall contain no contractors' limitation or other endorsement limiting the scope of coverage for liability arising from pollution, explosion, collapse, or underground property damage.

2. Umbrella Liability Insurance. Umbrella Liability Insurance (or, at Subdivider's election, Excess Liability Insurance) (over primary) shall apply to bodily injury/property damage, personal injury/advertising injury, at a minimum. Coverage shall be at least as broad as any underlying coverage. Coverage shall be provided on a "pay on behalf" basis. There shall be no cross liability exclusion and no contractor's limitation endorsement. Policy limits shall be not less than five million dollars ($5,000,000) per occurrence and in the aggregate, including any limits required in the underlying policies. The policy shall have a starting date no later than and an ending date no earlier than those of the underlying coverages. The Named Insured (Subdivider or General Contractor as appropriate) may determine the layering of primary and excess liability insurance provided that if such layering differs from that described here, the actual coverage program meets the minimum total required limits and complies with all other requirements listed here.

3. Business Auto Coverage. Business Auto Coverage shall be written on ISO Business Auto Coverage Form CA 00 01 or the equivalent, including symbol (1) (any Auto). If Subdivider (or Contractor) does not own any vehicles, this requirement may be satisfied by a non-owned vehicle endorsement to the general and umbrella liability policies. Limits shall be no less than one million dollars ($1,000,000) per accident. This policy shall be scheduled as underlying insurance to the umbrella policy required above for a total limit of no less than five million dollars ($5,000,000) each accident.

4. Workers' Compensation/Employer's Liability. Workers' Compensation/Employer's Liability shall provide workers' compensation statutory benefits as required by law. Employer's liability limits shall be no less than one million dollars ($1,000,000) per accident or disease. Employer's liability coverage shall be scheduled under the umbrella or excess liability policy described above. This policy shall be endorsed to waive any right of subrogation with respect to City, its officers, employees or agents.

5. Builder's Risk Insurance. Builder's Risk Insurance covering all real and personal property for "all risks" of loss or "comprehensive perils" coverage including but not limited to the perils of earth movement, including earthquake (if required by Subdivider's lender or if available at commercially reasonable rates) and flood for all Improvements.

B. Insurance After Construction. Upon completion of construction of the Improvements, and for the required one-year guarantee and warranty period for Improvements and the required 10-year indemnification period, Subdivider at Subdivider's expense shall maintain or cause to be maintained the following insurance:

1. Commercial Property Insurance. Commercial Property Insurance covering the Improvements. Coverage shall be at least as broad as the Insurance Services Offices broad causes of loss form CP 10 20, and reasonably approved of in writing by the City. Coverage shall be sufficient to insure 100% of the replacement value and there shall be no coinsurance provisions. The policy shall include an inflation guard endorsement, 100% rents coverage, contents coverage, coverage for personal property of others, ordinance or law and increased cost of construction coverage. Subdivider also agrees to provide builder's all-risk insurance using an inland marine form during the period of any major alteration or improvement, using the broadest form available.

The insurance coverage for the peril of earthquake required for this project is subject to availability on the open market at commercially reasonable premium cost, as determined by mutual agreement between Subdivider and City. If such earthquake insurance coverage should, after diligent effort by Subdivider, be unobtainable at such mutually determined commercially reasonable premium cost, then Subdivider shall obtain the maximum insurance reasonably obtainable at commercially reasonable premium cost (if any) and give notice to City of the extent of Subdivider's inability to obtain, in full, the required insurance, and in such event, Subdivider's obligation to procure and maintain such insurance may be excused, subject to City's verification of inability to obtain the required insurance. Subdivider and City agree that a premium cost of earthquake insurance coverage of up to 150% of the premium cost paid by Subdivider for such coverage on the Effective Date (to be adjusted over time based on the Consumer Price Index,) shall constitute a commercially reasonable premium cost. Non-availability at commercially reasonable premium cost must be documented by a letter from Subdivider's insurance broker or agent indicating a good faith effort to place the required insurance and showing, at a minimum, the names of the insurance carriers and the declinations or quotations received from each.

2. Commercial General Liability Insurance. Commercial General Liability Insurance (primary) shall be provided on ISO-CGL form No. CG 00 01 or equivalent coverage, including provisions for defense of additional insureds. Policy limits shall be no less than two million dollars ($2,000,000) per occurrence for all coverages and five million dollars ($5,000,000) general aggregate. City and its officers, employees and agents shall be added as additional insureds using ISO form CG 20 10 or equivalent if available from the insurer and reasonably acceptable to the City. Coverage shall apply on a primary non-contributing basis in relation to any other insurance or self-insurance, primary or excess, available to City or any officer, employee or agent of City until the warranty period specified in this Agreement expires.

3. Umbrella Liability Insurance. Umbrella Liability Insurance (or, at Subdivider's election, Excess Liability Insurance) (over primary) shall apply to bodily injury/property damage, personal injury/advertising injury, at a minimum. Coverage shall be at least as broad as any underlying coverage. Coverage shall be provided on a "pay on behalf" basis. There shall be no cross liability exclusion. Policy limits shall be not less than five million dollars ($5,000,000) per occurrence and in the aggregate, including any limits required in the underlying policies. The policy shall have a starting

date no later than and an ending date no earlier than those of the underlying coverages. Subdivider may determine the layering of primary and excess liability insurance provided that if such layering differs from that described here, the actual coverage program meets the minimum total required limits.

4. Workers Compensation Insurance. Workers' Compensation/Employer's Liability shall provide workers' compensation statutory benefits as required by law. Employer's liability limits shall be no less than one million dollars per accident or disease. Employer's liability coverage shall be scheduled under any umbrella or excess liability policy described above. Unless otherwise agreed, this policy shall be endorsed to waive any right of subrogation as respects City, its employees or agents.

5. Business Auto Coverage. Business Auto Coverage for vehicles owned, operated or maintained in any way connected with the project, shall be written on ISO Business Auto Coverage form CA 00 01 or the equivalent, including symbol (1) (any Auto). If Subdivider (or Contractor) does not own any vehicles, this requirement may be satisfied by a non-owned vehicle endorsement to the general and umbrella liability policies. Limits shall be no less than one million dollars ($1,000,000) per accident. This policy shall be scheduled as underlying insurance to the umbrella or excess liability policy required above for a total limit of no less than five million dollars ($5,000,000) each accident.

C. Provisions Pertaining to Insurance Provided by Subdivider

1. All insurance coverage and limits provided pursuant to this Agreement shall apply to the full extent of the policies involved, available or applicable. Nothing contained in this Agreement or any other agreement relating to City or its operations limits the application of such insurance coverage.

2. Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only and is not intended by any Party to be all inclusive, or to the exclusion of other coverage, or a waiver of any type.

3. All general or auto liability insurance coverage provided pursuant to this Agreement, or any other agreements pertaining to the performance of this Agreement, shall not prohibit Subdivider, and Subdivider's employees, or agents, from waiving the right of subrogation prior to a loss. Subdivider waives its right of subrogation against City.

4. None of the policies required herein shall be in compliance with these requirements if they include any limiting endorsement that has not been first submitted to City and approved in writing by the City.

5. Unless otherwise approved by City, Subdivider's insurance and insurance provided by any contractor or subcontractor relating to the construction of the Improvements shall be written by insurers authorized to do business in the State of California and with a minimum "Best's" Insurance Guide rating of at least "A-:VII." Self-insurance will not comply with these insurance specifications unless expressly approved in writing by the City.

6. In the event any policy of insurance required under this Agreement does not comply with these requirements and Subdivider does not cure the non-compliance within thirty (30) days after written notice from City (or Subdivider does not provide reasonable evidence of such cure within such period), or if the insurance is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any reasonable premium paid by City will be promptly reimbursed by Subdivider.

7. Subdivider agrees to provide evidence of the insurance required herein, satisfactory to City, consisting of certificate(s) of insurance evidencing all of the coverages required and an additional insured endorsement to Subdivider's general liability and umbrella liability policies using ISO Form CG 20 10 11 85. Certificate(s) are to reflect that the insurer will provide 30 days' notice of any cancellation of coverage and policies are to have a "cancellation endorsement" to the same effect. Subdivider agrees to provide copies of any endorsements modifying coverage in any way upon request from City.

8. Subdivider shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage.

9. Any actual or alleged failure on the part of City or any other additional insured under these requirements to obtain proof of insurance required under this Agreement in no way waives any right or remedy of City or any additional insured, in this or any other regard.

10. Subdivider agrees to require all subcontractors or other parties (but not including a general contractor) hired for this project to construct the Improvements to purchase and maintain insurance for general liability (minimum limit $1,000,000 per occurrence), automobile liability ($1,000,000 per accident) and workers' compensation (statutory benefits). Prior to the issuance of the Certificate of Completion for each Phase, Subdivider shall, upon request by City, provide the City with copies of all insurance policies, certificates and endorsements related to such Phase.

11. Subdivider agrees to monitor and review all coverage required by this Section and assumes all responsibility for ensuring that such coverage is provided as required here. Subdivider agrees to obtain certificates evidencing such coverage. Subdivider agrees that upon request, all agreements with subcontractors or others with whom Subdivider contracts with on behalf of City, and all certificates of insurance

obtained in compliance with this paragraph will be submitted to City for review upon request by City. Failure of City to request copies of such documents will not impose any liability on City, or its employees.

12. Subdivider agrees to require that no contract used by any general contractor or subcontractor in connection with construction of the Improvements, or contracts Subdivider enters into on behalf of City, will reserve the right to charge back to City the cost of insurance required by this Agreement.

13. Where appropriate (such as in the case of automobile insurance coverages), coverage will not be limited to the specific location designated as the Property.

14. Subdivider agrees to provide notice to City of any claim or loss against Subdivider that includes City as a defendant promptly after Subdivider receives written notice or obtains knowledge thereof. City assumes no obligation or liability by such notice, but has the right (but not the duty) to monitor the handling of any such claim or claims if they are likely to involve City. City agrees to provide similar notice to Subdivider of any such claims it is notified of respecting the Property.

15. Subdivider agrees not to attempt to avoid its defense and indemnity obligations to City, and its officers, employees, agents by using as a defense Subdivider's statutory immunity under workers' compensation and similar statutes.

16. Subdivider agrees to ensure that coverage provided to meet these requirements is applicable separately to each insured and that there will be no cross liability exclusions that preclude coverage for suits between Subdivider and City or between City and any other insured or Named Insured under the policy, or between City and any Party associated with City or its employees.

17. If Subdivider or any contractor or subcontractor is a Limited Liability Company, general liability coverage must apply so that the Limited Liability Company and its Managers, Members, Affiliates, and their employees are insureds.

18. Subdivider shall require General Contractor to maintain commercial general liability, and if necessary, commercial umbrella liability insurance with a limit of not less than $15,000,000 for each occurrence, until the warranty period specified in this Agreement expires.

19. Subdivider agrees to obtain and provide to City evidence of professional liability coverage for Architects, Engineers or other design professionals working on the Improvements. The limit of liability required is subject to City approval, but in no event to be less than $1,000,000 per claim and in the aggregate, and Subdivider shall use reasonable efforts to require and cause such professionals to maintain coverage with respect to each occurrence for at least three years following substantial completion of the work and, in the event Subdivider is unable to do so, Subdivider shall promptly inform the City of the scope of such efforts and the reasons that it was unable to do so. If

Subdivider requests that the City approve a lower limit for any particular design professional Subdivider seeks to employ on the Improvements, City will evaluate each such request based on City's perception of liability exposure associated with the work that would be performed by that design professional.

20. To the extent a particular coverage or policy form or specification is not reasonably available from Subdivider's insurer or would result in an additional premium that is extraordinary or unreasonably disproportionate to the premium for the policy as a whole, then Subdivider shall provide substantially similar coverage reasonably acceptable to City for which the cost is not extraordinary or unreasonably disproportionate.

9. OWNERSHIP OF THE IMPROVEMENTS

A. Ownership of all or any category of the Improvements constructed and installed by the Subdivider pursuant to this Agreement and shown on the Map to be dedicated to the public shall vest, as applicable, in the City (or other specified governmental agency) upon acceptance of said Improvements by the City. The acceptance of the Improvements shall either be shown by a certificate on the Final Map or by subsequent resolution accepting the Improvements adopted by the City pursuant to Government Code Section 66477.2 and recorded with the County Recorder or by other writing.

B. The Subdivider shall at all times prior to the acceptance of the Improvements by the City, give good and adequate warning to the public of each and every dangerous and defective condition caused by the construction of the Improvements and shall take all steps reasonably necessary to protect the public from such dangerous or defective conditions. The Subdivider agrees and understands that until acceptance of the Improvements by the City in writing, each Improvement and Improvement area that is offered for dedication shall be under the charge of the Subdivider, and the Subdivider may close all or a portion of any street or area whenever necessary to protect the public during the construction of the Improvements.

10. PREPARATION AND RECORDATION OF CC&RS.

A. The Subdivider shall establish a Homeowners Association for the residential areas of the Final Map owned by Subdivider, and to pay all costs associated with the creation of the associations.

B. The Subdivider shall prepare and record Covenants, Conditions, and Restrictions (CC&Rs) which obligate each homeowners association to provide for maintenance of the shared facilities, improvements, and landscaping within the boundaries of the associations in perpetuity in accordance with the Development Agreement and conditions of approval. The CC&Rs shall describe the homeowners association and the City's responsibilities and rights, and shall be subject to the approval of the City prior to recordation.

C. The Subdivider shall implement applicable provisions of the Mitigation Monitoring and Reporting Program.

11. DEFAULT AND BREACH BY THE SUBDIVIDER AND REMEDIES OF THE CITY

A. Upon the occurrence of any of the following events, the Subdivider shall be deemed to be in default under this Agreement:

1. Subject to any time extensions granted in accordance with Section 4, failure to complete construction and installation of the Improvements or any of them by the completion date set forth above in the Subdivision Reference Data;

2. Failure to promptly correct or cure any defect in the Improvements or any of them (other than a City Directive) during the one-year guarantee and warranty period as required by Section 3.A or failure to commence correction or cure of any such defect or failure to diligently prosecute same to completion, in each instance following receipt by Subdivider of written notice that such defect exists;

3. Subject to any time extensions granted in accordance with Section 4, failure to perform substantial construction work of the Improvements or any of them, after commencement of work on same, for a period of thirty (30) days after Subdivider's receipt of written notice thereof from the City;

4. Insolvency, appointment of a receiver, or the filing of any petition in bankruptcy, whether voluntary or involuntary, and such is not cured or discharged within a period of thirty (30) days;

5. Commencement of a foreclosure action against the Subdivision or any portion thereof, or any conveyance by the Subdivider in lieu or in avoidance of foreclosure, within thirty (30) days after receipt by Subdivider of written notice thereof from the City; or

6. Failure to perform any other obligations in accordance with the terms and provisions of this Agreement within thirty (30) days after receipt by Subdivider of written notice thereof from the City.

B. City reserves to itself all remedies available to it at law or in equity for any breach of Subdivider's obligations under this Agreement. City shall have the right, without limitation of other rights or remedies, after written notice to Subdivider and a reasonable opportunity for Subdivider to cure any such alleged default, to draw upon or utilize any improvement security furnished hereunder to complete the Improvements or otherwise mitigate City's damages in the event of Subdivider's default.

C. Following Subdivider's receipt of written notice of alleged default and failure by Subdivider to promptly commence the cure of any alleged default and to diligently prosecute such cure to completion, the City may serve written notice of any such default upon the surety on any corporate surety bond furnished as improvement security hereunder, and request that said surety take over and complete the Improvements herein specified. If such surety, within thirty (30) days after service of such notice of default, does not give the City

written notice of its intention to perform this Agreement, or does not commence such performance within thirty (30) days after notice to the City of such intention to perform, the City may take over the work and prosecute the same to completion, by contract or by any other method the City deems advisable, for the account and at the expense of the Subdivider and its surety.

D. Subdivider acknowledges that the Estimated Total Costs and Improvement Security amounts set forth herein may not reflect the actual cost of construction or installation of the Improvements, and, consequently, City's damages for Subdivider's default shall be measured by the actual cost of completing the required Improvements. If the damages incurred by the City in taking over and completing the Improvements exceeds the principal amount of the improvement security, then the Subdivider shall reimburse the City in the amount of such excess damages.

E. Following Subdivider's receipt of written notice of alleged default and failure by Subdivider to promptly commence the cure of any alleged default and to diligently prosecute such cure to completion, City may, without liability for so doing, take possession of, and utilize in completing the Improvements, such materials, appliances, plant and other property belonging to Subdivider as may be on the site of the work and necessary for the performance of the work. Subdivider hereby consents to such entry by the City and its representatives, including contractors, following written notice to Subdivider upon the real property in the Subdivision owned by Subdivider and necessary for City to enter or access under this Agreement, in the event the City elects to maintain or complete the work on the Improvements following Subdivider's default.

F. Subdivider acknowledges and agrees that approval of the Final Map for the Subdivision conferred substantial rights upon the Subdivider, including the right to sell, lease or finance lots within the Subdivision, and that such approval constitutes the final act necessary to permit the division of land within the Subdivision. As a result, City will be damaged to the extent of the cost of construction or installation of the Improvements upon Subdivider's failure to perform its obligations under this Agreement, which failure is not promptly remedied by sureties or by Subdivider.

G. The City's failure to take an enforcement action with respect to a default, or to declare a default or breach, shall not be construed as a waiver of that default or breach or any subsequent default or breach of the Subdivider.

H. If City sues to compel Subdivider's performance of this Agreement, or to recover damages or costs incurred in completing or maintaining the work on the Improvements, and is the prevailing party, Subdivider agrees to pay all reasonable attorneys' fees and other costs and expenses of litigation incurred by the City in connection therewith, even if Subdivider subsequently resumes and completes the work.

12. RELATIONSHIP OF THE PARTIES

Neither Subdivider, nor any of Subdivider's contractors, employees or agents, are or shall be deemed to be, agents of the City in connection with the performance of Subdivider's obligations under this Agreement.

13. ASSIGNMENT

A. Subdivider shall not assign this Agreement, or any portion thereof without the prior written consent of the City in accordance with the Development Agreement. Any attempted or purported assignment in violation of this subparagraph A shall be null and void and shall have no force or effect.

B. The sale or other disposition of the Subdivision shall not relieve Subdivider of its obligations hereunder. If Subdivider intends to sell the Subdivision, or any portion thereof (except for the sale of individual lots with homes to individual purchasers), to any other person or entity, the Subdivider may request an assignment or novation of this Agreement and a substitution of improvement security. Upon the City's approval of the assignment or novation and substitution of improvement security, the Subdivider may request a release or reduction of the improvement security furnished pursuant to this Agreement.

14. NOTICES

All notices required or provided for in this Agreement shall be in writing and delivered in person or by mail, postage prepaid, and addressed as follows:

If to the City:	Art Vela Director of Public Works/City Engineer City of Banning 99 E. Ramsey Drive Banning, California 92220
If to the Subdivider:	To the address set forth above in the Subdivision Reference Data, or to such other address as may subsequently be designated in written notice to the City.

Notice shall be effective on the date that it is delivered in person, or, if mailed, three (3) days after the date of deposit in the United States Mail.

15. ENTIRE AGREEMENT

This Agreement constitutes the entire agreement of the parties with respect to its subject matter. All modifications, amendments, or waivers of any terms of this Agreement shall be in writing and signed by the duly authorized representatives of the parties. In the case of the City, the duly authorized representative, unless otherwise specified herein, shall be the City Engineer.

16. SEVERABILITY

The provisions of this Agreement are severable. If any portion of this Agreement is held invalid by a court of competent jurisdiction, the remainder of the Agreement shall remain in full force and effect.

17. INCORPORATION OF SUBDIVISION REFERENCE DATA AND RECITALS

The Subdivision Reference Data and the Recitals are incorporated into this Agreement.

18. GOVERNING LAW

This Agreement shall be governed by the laws of the State of California.

19. EFFECTIVE DATE OF THE AGREEMENT

This Agreement shall be and become effective as of the date that it is executed by a duly authorized officer or employee of the City, it being the intention of the parties that the Subdivider shall first execute this Agreement and thereafter submit it to the City. The City shall insert the effective date in the Subdivision Reference Data in all counterparts of this Agreement and shall transmit a fully executed counterpart to the Subdivider.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective officers, thereunto duly authorized, as of the dates set forth below their respective signatures.

[Note: All signatures must be acknowledged by a notary public and the acknowledgement must be attached. If signed by a Corporation, the signatures of two Corporate officers are required, unless a resolution of the Corporation's Board of Directors is provided indicating that the signature of the one signatory is sufficient to bind the Corporation.]

SUBDIVIDER

By: _____
Print Name: Jeff Chambers
Title: VP Community Development
Date: 9-16-19

CITY

CITY OF BANNING

_____
MAYOR

ATTEST:

_____ (SEAL)

California All-Purpose Certificate of Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Riverside } **s.s.**

On September 18, 2019 before me, Ana E. Chavez Perez, Notary Public,
Name of Notary Public, Title

personally appeared Jeff Chambers
Name of Signer (1)

Name of Signer (2)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

ANA E. CHAVEZ PEREZ
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2286015
RIVERSIDE COUNTY
My Comm. Exp. April 22, 2023

Seal

OPTIONAL INFORMATION

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of _____,

containing _____ pages, and dated _____.

The signer(s) capacity or authority is/are as:

- ☐ Individual(s)
- ☐ Attorney-in-fact
- ☐ Corporate Officer(s) _____
  Title(s)
- ☐ Guardian/Conservator
- ☐ Partner - Limited/General
- ☐ Trustee(s)
- ☐ Other: _____

representing: _____
Name(s) of Person(s) Entity(ies) Signer is Representing

Additional Information

Method of Signer Identification

Proved to me on the basis of satisfactory evidence:

☐ form(s) of identification ☐ credible witness(es)

Notarial event is detailed in notary journal on:

Page # _____ Entry # _____

Notary contact: _____

Other

☐ Additional Signer ☐ Signer(s) Thumbprints(s)

☐ _____

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CITY CLERK

Approved as to form:

CITY ATTORNEY

[This page for acknowledgments.]

Bond No: CMS331836
Premium: $1,443.00

Part of Subdivision Improvement Agreement for Atwell 37298-1

CITY OF BANNING

FAITHFUL PERFORMANCE BOND

Atwell- NP1 Pump Line Non-potable Water
(Name or Tract Number of Subdivision)

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, Pardee Homes (hereinafter designated as "Principal") has executed a Subdivision Improvement Agreement ("Agreement" herein) with the City of Banning, a municipal corporation of the State of California ("City" herein), whereby Principal agrees to construct, install, complete and guarantee for one year after acceptance thereof, certain designated public improvements generally identified as follows: Atwell- NP1 Pump Line Non-potable Water; and

WHEREAS, said Agreement is incorporated herein by this reference; and

WHEREAS, said Principal is required under the terms of said Agreement to furnish a corporate surety bond or other approved improvement security to guarantee the faithful performance of said Agreement;

NOW, THEREFORE, the Principal designated above, and RLI Insurance Company, as Surety, are held and firmly bound unto the City in the penal sum of Three Hundred Sixty Thousand Seven Hundred Sixteen & 71/100 Dollars ($360,716.71), lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that if the above-bounded Principal, his or its heirs, executors, administrators, successors, or assigns, shall in all things stand to, abide by, well and truly keep and perform the covenants, conditions and provisions in said Agreement and any modification thereof made as therein provided, on his or their part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City, its officers, agents and employees, as therein stipulated; then this obligation shall become void; otherwise, this obligation shall be and remain in full force and effect.

As a part of the obligation secured hereby, and in addition to the face amount specified, costs and reasonable expenses and fees shall be included, including reasonable attorneys' fees, incurred by the City in successfully enforcing the obligation, all to be taxed as costs and included in any judgment rendered.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement, the work to be performed thereunder, or the Improvement Plans and related specifications accompanying the Agreement shall in any manner affect its obligations on this bond. The Surety hereby waives notice of any such change, extension of time, alteration or addition to the terms of the Agreement, the work, or the Improvement Plans and related specifications.

IN WITNESS WHEREOF, this instrument has been duly executed by the above-named Principal and Surety as of the date or dates set forth below the signatures of their authorized officers.

Note: All signatures must be acknowledged before a notary public. Attach appropriate acknowledgment.

"PRINCIPAL"

Pardee Homes

(Type name of Principal)

1250 Corona Pointe Court, Ste 600

(Street Address)

Corona, CA 92879

(City) (State) (Zip)

By: _____

(Signature of authorized officer)

Jeffrey R. Chambers

Vice President Development

(Title of officer)

Date: 11-20-19

"SURETY"

RLI Insurance Company

(Type name of Surety)

6303 Owensmouth Ave, 10th Floor

(Street Address)

Woodland Hills, CA 91367

(City) (State) (Zip)

By: _____

(Signature of authorized officer)

Janina Monroe, Attorney-In-Fact

(Title of officer)

Date: November 19, 2019

APPROVED:

_____

City Attorney

ALL- PURPOSE
CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Orange }

On November 19, 2019 before me, Brianne Davis, Notary Public,
(Here insert name and title of the officer)

personally appeared Janina Monroe,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in ~~his~~/her/~~their~~ authorized capacity(~~ies~~), and that by ~~his~~/her/~~their~~ signature(~~s~~) on the instrument the person(~~s~~), or the entity upon behalf of which the person(~~s~~) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

BRIANNE DAVIS
Notary Public – California
Orange County
Commission # 2195215
My Comm. Expires May 1, 2021

Notary Public Signature (Notary Public Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages _____ Document Date_____

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer

(Title)

- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other _____

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INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknolwedgents from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they,~~ is /~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - ❖ Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - ❖ Indicate title or type of attached document, number of pages and date.
  - ❖ Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

POWER OF ATTORNEY

RLI Insurance Company
Contractors Bonding and Insurance Company

9025 N. Lindbergh Dr. Peoria, IL 61615
Phone: 800-645-2402

Know All Men by These Presents:

That this Power of Attorney is not valid or in effect unless attached to the bond which it authorizes executed, but may be detached by the approving officer if desired.

That **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, each an Illinois corporation, (separately and together, the "Company") do hereby make, constitute and appoint:

Paul Boucher, Janina Monroe, Dennis Langer, Michelle Haase, Timothy Noonan, jointly or severally

in the City of Irvine, State of California its true and lawful Agent(s) and Attorney(s) in Fact, with full power and authority hereby conferred, to sign, execute, acknowledge and deliver for and on its behalf as Surety, in general, any and all bonds and undertakings in an amount not to exceed **Twenty Five Million** Dollars (**$25,000,000.00**) for any single obligation.

The acknowledgment and execution of such bond by the said Attorney in Fact shall be as binding upon the Company as if such bond had been executed and acknowledged by the regularly elected officers of the Company.

RLI Insurance Company and/or **Contractors Bonding and Insurance Company**, as applicable, have each further certified that the following is a true and exact copy of a Resolution adopted by the Board of Directors of each such corporation, and is now in force, to-wit:

> "All bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, any Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or Agents who shall have authority to issue bonds, policies or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile."

IN WITNESS WHEREOF, the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, as applicable, have caused these presents to be executed by its respective Vice President with its corporate seal affixed this 15th day of January, 2019.

CONTRACTORS BONDING AND INSURANCE COMPANY CORPORATE SEAL ILLINOIS

RLI INSURANCE COMPANY CORPORATE SEAL ILLINOIS

RLI Insurance Company
Contractors Bonding and Insurance Company

By: B. W. D.
Barton W. Davis — Vice President

State of Illinois }
County of Peoria } SS

On this 15th day of January, 2019, before me, a Notary Public, personally appeared Barton W. Davis, who being by me duly sworn, acknowledged that he signed the above Power of Attorney as the aforesaid officer of the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company** and acknowledged said instrument to be the voluntary act and deed of said corporation.

By: Gretchen L Johnigk
Gretchen L. Johnigk — Notary Public

NOTARY PUBLIC STATE OF ILLINOIS
GRETCHEN L JOHNIGK
"OFFICIAL SEAL"
My Commission Expires
May 26, 2020

CERTIFICATE

I, the undersigned officer of **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, do hereby certify that the attached Power of Attorney is in full force and effect and is irrevocable; and furthermore, that the Resolution of the Company as set forth in the Power of Attorney, is now in force. In testimony whereof, I have hereunto set my hand and the seal of the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company** this _____ day of NOV 19 2019.

RLI Insurance Company
Contractors Bonding and Insurance Company

By: Jean M. Stephenson
Jean M. Stephenson — Corporate Secretary

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside)

On November 20, 2019 before me, Sonal Shah, Notary Public
(insert name and title of the officer)

personally appeared Jeffrey R. Chambers,
who proved to me on the basis of satisfactory evidence to be the person~~(s)~~ whose name~~(s)~~ is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity~~(ies)~~, and that by his/~~her/their~~ signature~~(s)~~ on the instrument the person~~(s)~~, or the entity upon behalf of which the person~~(s)~~ acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SONAL SHAH
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2216371
RIVERSIDE COUNTY
My Comm. Exp. September 30, 2021

Signature Sonal Shah (Seal)

Bond No: CMS331836
Premium: Included in the cost of the performance bond

CITY OF BANNING

PAYMENT BOND

Atwell- NP1 Pump Line Non-Potable Water
(Name or Tract Number of Subdivision)

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, Pardee Homes, (hereinafter designated as "Principal") has executed a Subdivision Improvement Agreement ("Agreement" herein) with the City of Banning, a municipal corporation of the State of California ("City" herein), whereby Principal agrees to construct, install and complete certain designated public improvements generally identified as follows: Atwell-NP1 Pump Line Non-potable Water; and

WHEREAS, said Agreement is dated _____, 20__ and is incorporated herein by this reference; and

WHEREAS, said Principal is required under the terms of said Agreement, before entering upon the performance of the work, to file with the City a good and sufficient payment bond, or other approved security, to secure the claims to which reference is made in Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the California Civil Code and in Government Code Section 66497;

NOW, THEREFORE, the Principal designated above, and RLI Insurance Company, as Surety, are held firmly bound unto the City and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of said Agreement and referred to in the above-referenced Civil Code and Government Code in the sum of Three Hundred Sixty* Dollars ($ 360,716.71), for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor; that said Surety will pay the same in an amount not exceeding the amount hereinabove set forth; and in case suit is brought upon this bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by the City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

*Thousand Seven Hundred Sixteen & 71/100

It is hereby expressly stipulated and agreed that this bond shall inure to the benefit of any and all persons, companies and corporations entitled to file claims under Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the Civil Code, and under Government Code Section 66497, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of said Agreement or the Improvement Plans or related specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension, alteration or addition.

IN WITNESS WHEREOF, this instrument has been duly executed by the above-named Principal and Surety as of the date or dates set forth below the signatures of their authorized officers.

Note: All signatures must be acknowledged before a notary public. Attach appropriate acknowledgment.

"PRINCIPAL"

Pardee Homes

(Type name of Principal)

1250 Corona Pointe Court, Ste 600

(Street Address)

Corona, CA 92879

(City) (State) (Zip)

By: _____

(Signature of authorized officer)

Jeffrey R. Chambers

Vice President Development

(Title of officer)

Date: 11-20-19

"SURETY"

RLI Insurance Company

(Type name of Surety)

6303 Owensmouth Ave, 10th Floor

(Street Address)

Woodland Hills, CA 91367

(City) (State) (Zip)

By: _____

(Signature of authorized officer)

Janina Monroe, Attorney-In-Fact

(Title of officer)

Date: November 19, 2019

APPROVED:

_____

City Attorney

ALL- PURPOSE
CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Orange }

On November 19, 2019 before me, Brianne Davis, Notary Public,
(Here insert name and title of the officer)

personally appeared Janina Monroe,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Notary Public Signature (Notary Public Seal)

BRIANNE DAVIS
Notary Public – California
Orange County
Commission # 2195215
My Comm. Expires May 1, 2021

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages _____ Document Date_____

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer

(Title)

- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other _____

2015 Version www.NotaryClasses.com 800-873-9865

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknolwedgents from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they,~~ is /~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - ❖ Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - ❖ Indicate title or type of attached document, number of pages and date.
  - ❖ Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

POWER OF ATTORNEY

RLI Insurance Company
Contractors Bonding and Insurance Company

9025 N. Lindbergh Dr. Peoria, IL 61615
Phone: 800-645-2402

Know All Men by These Presents:

That this Power of Attorney is not valid or in effect unless attached to the bond which it authorizes executed, but may be detached by the approving officer if desired.

That **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, each an Illinois corporation, (separately and together, the "Company") do hereby make, constitute and appoint:

Paul Boucher, Janina Monroe, Dennis Langer, Michelle Haase, Timothy Noonan, jointly or severally

in the City of Irvine, State of California its true and lawful Agent(s) and Attorney(s) in Fact, with full power and authority hereby conferred, to sign, execute, acknowledge and deliver for and on its behalf as Surety, in general, any and all bonds and undertakings in an amount not to exceed **Twenty Five Million** Dollars (**$25,000,000.00**) for any single obligation.

The acknowledgment and execution of such bond by the said Attorney in Fact shall be as binding upon the Company as if such bond had been executed and acknowledged by the regularly elected officers of the Company.

RLI Insurance Company and/or **Contractors Bonding and Insurance Company**, as applicable, have each further certified that the following is a true and exact copy of a Resolution adopted by the Board of Directors of each such corporation, and is now in force, to-wit:

> "All bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, any Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or Agents who shall have authority to issue bonds, policies or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile."

IN WITNESS WHEREOF, the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, as applicable, have caused these presents to be executed by its respective Vice President with its corporate seal affixed this 15th day of January, 2019.

CONTRACTORS BONDING AND INSURANCE COMPANY CORPORATE SEAL ILLINOIS

RLI INSURANCE COMPANY CORPORATE SEAL ILLINOIS

RLI Insurance Company
Contractors Bonding and Insurance Company

By: B. W. D.
Barton W. Davis — Vice President

State of Illinois }
County of Peoria } SS

On this 15th day of January, 2019, before me, a Notary Public, personally appeared Barton W. Davis, who being by me duly sworn, acknowledged that he signed the above Power of Attorney as the aforesaid officer of the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company** and acknowledged said instrument to be the voluntary act and deed of said corporation.

By: Gretchen L Johnigk
Gretchen L. Johnigk — Notary Public

NOTARY PUBLIC STATE OF ILLINOIS
GRETCHEN L JOHNIGK
"OFFICIAL SEAL"
My Commission Expires
May 26, 2020

CERTIFICATE

I, the undersigned officer of **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, do hereby certify that the attached Power of Attorney is in full force and effect and is irrevocable; and furthermore, that the Resolution of the Company as set forth in the Power of Attorney, is now in force. In testimony whereof, I have hereunto set my hand and the seal of the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company** this _____ day of NOV 19 2019.

RLI Insurance Company
Contractors Bonding and Insurance Company

By: Jean M. Stephenson
Jean M. Stephenson — Corporate Secretary

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside)

On November 20, 2019 before me, Sonal Shah, Notary Public
(insert name and title of the officer)

personally appeared Jeffrey R. Chambers,
who proved to me on the basis of satisfactory evidence to be the person~~(s)~~ whose name~~(s)~~ is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity~~(ies)~~, and that by his/~~her/their~~ signature~~(s)~~ on the instrument the person~~(s)~~, or the entity upon behalf of which the person~~(s)~~ acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SONAL SHAH
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2216371
RIVERSIDE COUNTY
My Comm. Exp. September 30, 2021

Signature Sonal Shah (Seal)

APPROVED BY
CITY OF BANNNG

NOV 1 4 2019

PUBLIC WORKS DEPT

Prepared By:	MDS Consulting
Date Prepared:	11/8/2019
Approved By:	
Date Approved:	
Tract No.:	NP1 Pump Line Non-potable Water

City of Banning Engineering Division
Construction Cost Estimate for Bonding, Plan Check & Inspection Fees
(Subdivisions/Public Works/Commercial Projects)

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
NON-POTABLE WATER IMPROVEMENTS				
12-inch DIP Main w/ Poly Encasement & R.J.	LF	3,236	$ 80.00	$ 258,880.00
12-inch Butterfly Valve	Each	4	$ 2,500.00	$ 10,000.00
12-inch Fitting	Each	7	$ 500.00	$ 3,500.00
4-inch Blow Off	Each	3	$ 2,500.00	$ 7,500.00
Guard Posts	Each	8	$ 300.00	$ 2,400.00
Remove Existing AC Pavement over Base	SF	5,446.00	$ 1.45	$ 7,896.70
AC Pavement	Ton	196	$ 80.00	$ 15,680.00
Base Material for AC Pavement	CY	101	$ 60.00	$ 6,060.00
Adjust Water Valve to Grade (1st adjustment)	Each	7	$ 200.00	$ 1,400.00
R&R Sidewalk	SF	25	$ 8.00	$ 200.00
R&R Curb & Gutter	LF	5	$ 30.00	$ 150.00
TOTAL				**$ 313,666.70**
15% Contingency				**$ 47,050.01**
GRAND TOTAL				**$ 360,716.71**

Faithful Performance (100%)	$ 360,716.71
Labor & Material (100%)	$ 360,716.71

Bond No: CMS331838
Premium: $5,011.00

Part of Subdivision Improvement Agreement for Atwell 37298-1

CITY OF BANNING

FAITHFUL PERFORMANCE BOND

Atwell- Segment D1 Non-potable Water
(Name or Tract Number of Subdivision)

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, Pardee Homes (hereinafter designated as "Principal") has executed a Subdivision Improvement Agreement ("Agreement" herein) with the City of Banning, a municipal corporation of the State of California ("City" herein), whereby Principal agrees to construct, install, complete and guarantee for one year after acceptance thereof, certain designated public improvements generally identified as follows: Atwell- Segment D1 Non-potable Water ; and

WHEREAS, said Agreement is incorporated herein by this reference; and

WHEREAS, said Principal is required under the terms of said Agreement to furnish a corporate surety bond or other approved improvement security to guarantee the faithful performance of said Agreement;

NOW, THEREFORE, the Principal designated above, and RLI Insurance Company, as Surety, are held and firmly bound unto the City in the penal sum of One Million Two Hundred Fifty Two Thousand Six Hundred Fifty Nine & 70/100 Dollars ($1,252,659.70), lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that if the above-bounded Principal, his or its heirs, executors, administrators, successors, or assigns, shall in all things stand to, abide by, well and truly keep and perform the covenants, conditions and provisions in said Agreement and any modification thereof made as therein provided, on his or their part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City, its officers, agents and employees, as therein stipulated; then this obligation shall become void; otherwise, this obligation shall be and remain in full force and effect.

As a part of the obligation secured hereby, and in addition to the face amount specified, costs and reasonable expenses and fees shall be included, including reasonable attorneys' fees, incurred by the City in successfully enforcing the obligation, all to be taxed as costs and included in any judgment rendered.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement, the work to be performed thereunder, or the Improvement Plans and related specifications accompanying the Agreement shall in any manner affect its obligations on this bond. The Surety hereby waives notice of any such change, extension of time, alteration or addition to the terms of the Agreement, the work, or the Improvement Plans and related specifications.

IN WITNESS WHEREOF, this instrument has been duly executed by the above-named Principal and Surety as of the date or dates set forth below the signatures of their authorized officers.

Note: All signatures must be acknowledged before a notary public. Attach appropriate acknowledgment.

"PRINCIPAL"

Pardee Homes

(Type name of Principal)

1250 Corona Pointe Court, Ste 600

(Street Address)

Corona, CA 92879

(City) (State) (Zip)

By: _____

(Signature of authorized officer)

Jeffrey R. Chambers

Vice President Development

(Title of officer)

Date: 11-20-19

"SURETY"

RLI Insurance Company

(Type name of Surety)

6303 Owensmouth Ave, 10th Floor

(Street Address)

Woodland Hills, CA 91367

(City) (State) (Zip)

By: _____

(Signature of authorized officer)

Janina Monroe, Attorney-In-Fact

(Title of officer)

Date: November 19, 2019

APPROVED:

_____

City Attorney

ALL- PURPOSE
CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Orange }

On November 19, 2019 before me, Brianne Davis, Notary Public,
(Here insert name and title of the officer)

personally appeared Janina Monroe,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in ~~his~~/her/~~their~~ authorized capacity(~~ies~~), and that by ~~his~~/her/~~their~~ signature(~~s~~) on the instrument the person(~~s~~), or the entity upon behalf of which the person(~~s~~) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

BRIANNE DAVIS
Notary Public – California
Orange County
Commission # 2195215
My Comm. Expires May 1, 2021

Notary Public Signature (Notary Public Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages _____ Document Date_____

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer

(Title)

- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other _____

2015 Version www.NotaryClasses.com 800-873-9865

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknolwedgents from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they,~~ is /~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - Indicate title or type of attached document, number of pages and date.
  - Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

POWER OF ATTORNEY

RLI Insurance Company
Contractors Bonding and Insurance Company

9025 N. Lindbergh Dr. Peoria, IL 61615
Phone: 800-645-2402

Know All Men by These Presents:

That this Power of Attorney is not valid or in effect unless attached to the bond which it authorizes executed, but may be detached by the approving officer if desired.

That **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, each an Illinois corporation, (separately and together, the "Company") do hereby make, constitute and appoint:

Paul Boucher, Janina Monroe, Dennis Langer, Michelle Haase, Timothy Noonan, jointly or severally

in the City of Irvine, State of California its true and lawful Agent(s) and Attorney(s) in Fact, with full power and authority hereby conferred, to sign, execute, acknowledge and deliver for and on its behalf as Surety, in general, any and all bonds and undertakings in an amount not to exceed **Twenty Five Million** Dollars (**$25,000,000.00**) for any single obligation.

The acknowledgment and execution of such bond by the said Attorney in Fact shall be as binding upon the Company as if such bond had been executed and acknowledged by the regularly elected officers of the Company.

RLI Insurance Company and/or **Contractors Bonding and Insurance Company**, as applicable, have each further certified that the following is a true and exact copy of a Resolution adopted by the Board of Directors of each such corporation, and is now in force, to-wit:

> "All bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, any Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or Agents who shall have authority to issue bonds, policies or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile."

IN WITNESS WHEREOF, the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, as applicable, have caused these presents to be executed by its respective Vice President with its corporate seal affixed this 15th day of January, 2019.

CONTRACTORS BONDING AND INSURANCE COMPANY — CORPORATE SEAL — ILLINOIS

RLI INSURANCE COMPANY — CORPORATE SEAL — ILLINOIS

RLI Insurance Company
Contractors Bonding and Insurance Company

By: B. W. D.
Barton W. Davis — Vice President

State of Illinois }
County of Peoria } SS

On this 15th day of January, 2019, before me, a Notary Public, personally appeared Barton W. Davis, who being by me duly sworn, acknowledged that he signed the above Power of Attorney as the aforesaid officer of the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company** and acknowledged said instrument to be the voluntary act and deed of said corporation.

By: Gretchen L. Johnigk
Gretchen L. Johnigk — Notary Public

NOTARY PUBLIC STATE OF ILLINOIS
GRETCHEN L JOHNIGK
"OFFICIAL SEAL"
My Commission Expires
May 26, 2020

CERTIFICATE

I, the undersigned officer of **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, do hereby certify that the attached Power of Attorney is in full force and effect and is irrevocable; and furthermore, that the Resolution of the Company as set forth in the Power of Attorney, is now in force. In testimony whereof, I have hereunto set my hand and the seal of the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company** this _____ day of NOV 19 2019.

RLI Insurance Company
Contractors Bonding and Insurance Company

By: Jean M. Stephenson
Jean M. Stephenson — Corporate Secretary

0415930020212

A0058817

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside)

On November 20, 2019 before me, Sonal Shah, Notary Public
(insert name and title of the officer)

personally appeared Jeffrey R. Chambers,
who proved to me on the basis of satisfactory evidence to be the person~~(s)~~ whose name~~(s)~~ is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity~~(ies)~~, and that by his/~~her/their~~ signature~~(s)~~ on the instrument the person~~(s)~~, or the entity upon behalf of which the person~~(s)~~ acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SONAL SHAH
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2216371
RIVERSIDE COUNTY
My Comm. Exp. September 30, 2021

Signature Sonal Shah (Seal)

Bond No: CMS331838
Premium: Included in the cost of the performance bond.

CITY OF BANNING

PAYMENT BOND

Atwell- Segment D1 Non-potable Water
(Name or Tract Number of Subdivision)

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, Pardee Homes, (hereinafter designated as "Principal") has executed a Subdivision Improvement Agreement ("Agreement" herein) with the City of Banning, a municipal corporation of the State of California ("City" herein), whereby Principal agrees to construct, install and complete certain designated public improvements generally identified as follows: Atwell- Segment D1 Non-potable Water; and

WHEREAS, said Agreement is dated _____, 20__ and is incorporated herein by this reference; and

WHEREAS, said Principal is required under the terms of said Agreement, before entering upon the performance of the work, to file with the City a good and sufficient payment bond, or other approved security, to secure the claims to which reference is made in Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the California Civil Code and in Government Code Section 66497;

NOW, THEREFORE, the Principal designated above, and RLI Insurance Company, as Surety, are held firmly bound unto the City and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of said Agreement and referred to in the above-referenced Civil Code and Government Code in the sum of One Million Two* Dollars ($ 1,252,659.70), for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor; that said Surety will pay the same in an amount not exceeding the amount hereinabove set forth; and in case suit is brought upon this bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by the City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

*Hundred Fifty Two Thousand Six Hundred Fifty Nine & 70/100

It is hereby expressly stipulated and agreed that this bond shall inure to the benefit of any and all persons, companies and corporations entitled to file claims under Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the Civil Code, and under Government Code Section 66497, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of said Agreement or the Improvement Plans or related specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension, alteration or addition.

IN WITNESS WHEREOF, this instrument has been duly executed by the above-named Principal and Surety as of the date or dates set forth below the signatures of their authorized officers.

Note: All signatures must be acknowledged before a notary public. Attach appropriate acknowledgment.

"PRINCIPAL"

Pardee Homes

(Type name of Principal)

1250 Corona Pointe Court, Ste 600

(Street Address)

Corona, CA 92879

(City) (State) (Zip)

By: _____

(Signature of authorized officer)

Jeffrey R. Chambers

Vice President Development

(Title of officer)

Date: 11-20-19

"SURETY"

RLI Insurance Company

(Type name of Surety)

6303 Owensmouth Ave, 10th Floor

(Street Address)

Woodland Hills, CA 91367

(City) (State) (Zip)

By: _____

(Signature of authorized officer)

Janina Monroe, Attorney-In-Fact

(Title of officer)

Date: November 19, 2019

APPROVED:

_____

City Attorney

ALL- PURPOSE
CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Orange }

On November 19, 2019 before me, Brianne Davis, Notary Public,
(Here insert name and title of the officer)

personally appeared Janina Monroe,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in ~~his~~/her/~~their~~ authorized capacity(~~ies~~), and that by ~~his~~/her/~~their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

BRIANNE DAVIS
Notary Public – California
Orange County
Commission # 2195215
My Comm. Expires May 1, 2021

Notary Public Signature (Notary Public Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages _____ Document Date_____

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer

(Title)

- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other _____

2015 Version www.NotaryClasses.com 800-873-9865

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknolwedgents from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they,~~ is /~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - ❖ Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - ❖ Indicate title or type of attached document, number of pages and date.
  - ❖ Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

POWER OF ATTORNEY

RLI Insurance Company
Contractors Bonding and Insurance Company

9025 N. Lindbergh Dr. Peoria, IL 61615
Phone: 800-645-2402

Know All Men by These Presents:

That this Power of Attorney is not valid or in effect unless attached to the bond which it authorizes executed, but may be detached by the approving officer if desired.

That **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, each an Illinois corporation, (separately and together, the "Company") do hereby make, constitute and appoint:

Paul Boucher, Janina Monroe, Dennis Langer, Michelle Haase, Timothy Noonan, jointly or severally

in the City of Irvine, State of California its true and lawful Agent(s) and Attorney(s) in Fact, with full power and authority hereby conferred, to sign, execute, acknowledge and deliver for and on its behalf as Surety, in general, any and all bonds and undertakings in an amount not to exceed **Twenty Five Million** Dollars (**$25,000,000.00**) for any single obligation.

The acknowledgment and execution of such bond by the said Attorney in Fact shall be as binding upon the Company as if such bond had been executed and acknowledged by the regularly elected officers of the Company.

RLI Insurance Company and/or **Contractors Bonding and Insurance Company**, as applicable, have each further certified that the following is a true and exact copy of a Resolution adopted by the Board of Directors of each such corporation, and is now in force, to-wit:

> "All bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, any Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or Agents who shall have authority to issue bonds, policies or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile."

IN WITNESS WHEREOF, the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, as applicable, have caused these presents to be executed by its respective Vice President with its corporate seal affixed this 15th day of January, 2019.

CONTRACTORS BONDING AND INSURANCE COMPANY CORPORATE SEAL ILLINOIS

RLI INSURANCE COMPANY CORPORATE SEAL ILLINOIS

RLI Insurance Company
Contractors Bonding and Insurance Company

By: B. W. D.
Barton W. Davis — Vice President

State of Illinois }
County of Peoria } SS

On this 15th day of January, 2019, before me, a Notary Public, personally appeared Barton W. Davis, who being by me duly sworn, acknowledged that he signed the above Power of Attorney as the aforesaid officer of the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company** and acknowledged said instrument to be the voluntary act and deed of said corporation.

By: Gretchen L Johnigk
Gretchen L. Johnigk — Notary Public

NOTARY PUBLIC STATE OF ILLINOIS
GRETCHEN L JOHNIGK
"OFFICIAL SEAL"
My Commission Expires
May 26, 2020

CERTIFICATE

I, the undersigned officer of **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, do hereby certify that the attached Power of Attorney is in full force and effect and is irrevocable; and furthermore, that the Resolution of the Company as set forth in the Power of Attorney, is now in force. In testimony whereof, I have hereunto set my hand and the seal of the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company** this _____ day of NOV 19 2019.

RLI Insurance Company
Contractors Bonding and Insurance Company

By: Jean M. Stephenson
Jean M. Stephenson — Corporate Secretary

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside)

On November 20, 2019 before me, Sonal Shah, Notary Public
(insert name and title of the officer)

personally appeared Jeffrey R. Chambers,
who proved to me on the basis of satisfactory evidence to be the person~~(s)~~ whose name~~(s)~~ is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity~~(ies)~~, and that by his/~~her/their~~ signature~~(s)~~ on the instrument the person~~(s)~~, or the entity upon behalf of which the person~~(s)~~ acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SONAL SHAH
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2216371
RIVERSIDE COUNTY
My Comm. Exp. September 30, 2021

Signature Sonal Shah (Seal)

APPROVED BY
CITY OF BANNING

NOV 14 2019

PUBLIC WORKS DEPT

Prepared By:	MDS Consulting
Date Prepared:	11/8/2019
Approved By:	
Date Approved:	
Tract No.:	Segment D1 Non-potable Water

City of Banning Engineering Division
Construction Cost Estimate for Bonding, Plan Check & Inspection Fees
(Subdivisions/Public Works/Commercial Projects)

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
NON-POTABLE WATER IMPROVEMENTS				
24-inch DIP Main w/ Poly Encasement & R.J.	LF	4,896	$ 175.00	$ 856,800.00
24-inch Butterfly Valve	Each	6	$ 5,300.00	$ 31,800.00
24-inch Fitting	Each	18	$ 1,500.00	$ 27,000.00
4-inch Blow Off	Each	6	$ 2,500.00	$ 15,000.00
4" Service & Backflow Device	Each	1	$ 6,000.00	$ 6,000.00
2-inch Air & Vacuum Valve Assembly	Each	3	$ 6,000.00	$ 18,000.00
Remove Existing AC Pavement over Base	SF	19,034	$ 1.45	$ 27,599.30
AC Pavement	Ton	685	$ 80.00	$ 54,800.00
Base Material for AC Pavement	CY	352	$ 60.00	$ 21,120.00
Adjust Water Valve to Grade (1st adjustment)	Each	12	$ 200.00	$ 2,400.00
R&R Sidewalk	SF	100	$ 8.00	$ 800.00
R&R Curb & Gutter	LF	60	$ 30.00	$ 1,800.00
Guard Posts	Each	24	$ 300.00	$ 7,200.00
Remove Existing Sewer Pipe	LF	27	$ 150.00	$ 4,050.00
Plug Existing Sewer Manhole	Each	1	$ 1,000.00	$ 1,000.00
R&R Cross Gutter	SF	20	$ 20.00	$ 400.00
6" Service & Backflow Device	Each	1	$ 10,000.00	$ 10,000.00
2" Service & Backflow Device	Each	1	$ 3,500.00	$ 3,500.00
TOTAL				**$ 1,089,269.30**
15% Contingency				**$ 163,390.40**
GRAND TOTAL				**$ 1,252,659.70**

Faithful Performance (100%)	$ 1,252,659.70
Labor & Material (100%)	$ 1,252,659.70

CITY OF BANNING

SUBDIVISION IMPROVEMENT AGREEMENT

* * * * * * SUBDIVISION REFERENCE DATA * * * * * *

[ ] FINAL TRACT MAP NO. **37298-1** ("Final Map" herein)

[ ] PARCEL MAP NO. _____("Parcel Map" herein)

NAME OR TRACT NUMBER OF SUBDIVISION ("Subdivision" herein): ATWELL

NAME AND ADDRESS OF SUBDIVIDER(S): TRI POINTE HOMES
1250 CORONA POINTE CT, #600

CORONA, CA 92881

CITY COUNCIL RESOLUTION OF APPROVAL NO. _____ ("Resolution of Approval" herein)

DATE(S) THAT IMPROVEMENT PLANS WERE APPROVED BY THE CITY ENGINEER:
_____

IMPROVEMENT/PLAN NO.: _____
_____
_____
_____

ESTIMATED TOTAL COSTS:

IMPROVEMENTS	$	2,915,875.07
GRADING	$	_____
MONUMENTATION	$	_____
TOTAL:	$	_____

FORM OF IMPROVEMENT SECURITY:

[ ] AAA Corporate surety bonds

[ ] Deposit of money

NAME AND ADDRESS OF CORPORATE SURETY (if applicable):

Continental Insurance Company
(Name of Corporate Entity)

2 Park Plaza, Suite 400
(Street Address)

Irvine, CA 92614
(City) (State) (Zip)

SURETY BOND NUMBERS (if applicable):

Meadowline Way Water Interconnect Facility Mechanical, Structural and Electric Improvement Plans - **BOND#30151570**

Meadowline Way Water Interconnect Facility Paving, Grading and Drainage Plans - **BOND#30151571**

EFFECTIVE DATE OF AGREEMENT:

_____
(to be inserted by City)

COMPLETION PERIOD: All improvements of Tract _____ (including the complete water and sewer system in _____ Street) with the exception of the roadway (street) improvements on _____ Street, shall be completed within two years from the Effective Date of the Agreement. _____ Street roadway (street) construction (so that _____ Street is a continuous route from _____ to _____) shall be constructed prior to the Certificate of Occupancy for development of lots ____and ____ of Tract _____.

* *

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SUBDIVISION IMPROVEMENT AGREEMENT

THIS SUBDIVISION IMPROVEMENT AGREEMENT ("Agreement") is made and entered into by and between the City of Banning, a municipal corporation ("City"), and the Subdivider whose name and address is set forth above in the Subdivision Reference Data.

RECITALS

A. Subdivider has presented to the City for approval and recordation a Final Map, identified above in the Subdivision Reference Data, of a proposed subdivision pursuant to the Subdivision Map Act of the State of California and the City's ordinances and regulations as such ordinances and regulations are vested under the development agreement recorded in the official records of the County of Riverside on July 17, 2012 as Document No. 2012-0332888 ("Development Agreement") relating to the filing, approval and recordation of subdivision maps (collectively referred to herein as the "Subdivision Laws").

B. A tentative map of the Subdivision was previously approved by City, subject to the Subdivision Laws and to the City's standard requirements as vested under the Development Agreement and conditions of approval contained in the City Council's Resolution of Approval, a copy of which is on file in the Office of the City Clerk and which is incorporated herein by this reference.

C. The Subdivision Laws establish, as a condition precedent to the approval of a Final Map, that the Subdivider comply with the City Council's Resolution of Approval and either (i) complete, in compliance with applicable City standards, all of the improvements and land development work required by the Subdivision Laws and the City Council's Resolution of Approval; or (ii) enter into a secured agreement with the City to complete the improvements and land development work within a period of time specified by the City.

D. In consideration of approval of the Final Map for the Subdivision by the City Council, Subdivider desires to enter into this Agreement whereby Subdivider promises to install and complete, at its sole expense, except as otherwise provided in a credit/reimbursement agreement as provided for in the Development Agreement, all public improvement work required by the City as set forth on the Improvement Plans (as defined below) for the proposed Subdivision. Subdivider has secured this Agreement by improvement security required by the Subdivision Laws and approved by the City. In any conflict between the terms in this Agreement and the Development Agreement, the Development Agreement shall be the controlling document.

E. Improvement Plans, and related specifications, numbered as designated above in the Subdivision Reference Data, for the construction, installation and completion of the Improvements identified in Schedule A hereto, have been prepared by the Subdivider, approved by the City Engineer, and are on file in the office of the City Engineer. Said Improvement Plans, and related specifications, subsequently modified by

the mutual written agreement of the parties, are hereby referred to as the "Improvement Plans" and are incorporated herein by this reference. Any improvement to be constructed pursuant to the Improvement Plan is hereby referred to individually as an **"Improvement"** and collectively as the **"Improvements"**.

NOW, THEREFORE, in consideration of the approval and recordation by the City Council of the Final Map of the Subdivision, Subdivider and City agree as follows:

1. SUBDIVIDER'S OBLIGATION TO CONSTRUCT IMPROVEMENTS

A. Subdivider shall, at its sole expense, unless otherwise provided in a credit/reimbursement agreement as provided for in the Development Agreement, and in compliance with the provisions of the Subdivision Laws, the Improvement Plans, conditions of approval of the Tentative Map, and all applicable City standards and fees, and in a good and workmanlike fashion, furnish, construct, install and guarantee (as set forth in Section 3) the Improvements, Grading, and Monumentation described on the tentative map and in the City Council's Resolution of Approval relating thereto (collectively, the "Improvements").

B. To the extent necessary to construct the Improvements, as determined by the City Engineer, the Subdivider shall acquire and dedicate, or pay the reasonable, documented cost of acquisition by City of, all rights-of-way, easements and other interests in real property for the construction or installation of the Improvements, free and clear of all liens and encumbrances. If the Subdivider is unable to acquire such rights-of-way, easements and other interests in real property by negotiation, then Subdivider shall, within 120 days of Final Map approval, enter into a condemnation agreement with City pursuant to Government Code Section 66462.5, by which the City will commence the process for the acquisition of the rights-of-way, easements or other real property.

C. Subject to any time extensions granted in accordance with Section 4, Subdivider shall complete all Improvements within its respective "Completion Period" specified in the Subdivision Reference Data; provided, however, that if the City Engineer reasonably determines in good faith that accelerated construction of the Improvements is essential in order to protect the public health, welfare and safety, the City Engineer shall give Subdivider not less than fifteen (15) business days' prior written notice to commence or accelerate installation and construction of such Improvements, or any portion thereof. The notice shall be in writing, and shall describe the work to be done by Subdivider, the time within which the work will commence, the period within which the work will be completed and identify the reasons that such early commencement is essential in order to protect the public health, welfare and safety. All or any portions of said Improvements may be required to be constructed or completed at a specified time, providing the foregoing criteria is met. If the Subdivider objects to the commencement or acceleration of the Improvements as specified by the City Engineer, Subdivider may appeal the decision of the City Engineer to the City Council. Any such appeal shall be filed with the City Clerk within 10 days after receipt by Subdivider of the written notice from the City Engineer.

D. If the Improvements to be constructed by Subdivider include monumentation, such monumentation shall be installed not later than thirty (30) days after the City's acceptance of all other Improvements pursuant to Section 2. As used herein, "monumentation" shall mean the setting of survey monuments and tie points in accordance with the Subdivision Laws, and the delivery to the City Engineer of tie notes for said points.

E. Subdivider shall , at its sole expense, unless otherwise provided in a credit/reimbursement agreement as provided for in the Development Agreement, replace or repair all public improvements, public utility facilities, and surveying or subdivision monuments which are destroyed or damaged as a result of any work performed by Subdivider under this Agreement during or after the Completion Period. Any such replacement or repair shall be subject to the approval of the City Engineer.

F. In addition to, and separate from, the indemnity obligations contained in Section 9 of this Agreement, and without limiting the City's remedies under general construction defect law, Subdivider shall be responsible for the care, repair and maintenance of the applicable portion of the Improvements until the latter of the following time periods: (i) the Improvements or applicable portion thereof is accepted in writing by the City; or (ii) the expiration of the required one-year guarantee and warranty period as specified herein; or (iii) the expiration of any applicable period of time requiring the care, repair and maintenance of the applicable Improvement specified in the Development Agreement (not including the term of any Development Agreement). Neither City, nor its officers, agents and employees, shall have any liability for any accident, loss or damage to the Improvements and that may result from the construction of the Improvements prior to their completion and written acceptance by the City

G. In addition to, and separate from: (1) the indemnity obligations contained in Section 7 of this Agreement, (2) the care, repair and maintenance provisions under paragraph E of this Section 1 of this Agreement; and (3) the warranty and guarantee provisions of Section 3 of this Agreement, Subdivider shall repair and correct, or be liable to the City for any cost to repair and correct, any defect in the construction of the Improvements that is identified by City within in accordance with general construction defect law ten (10) years after City's acceptance of the Improvement, provided the City provides written notice to Subdivider of the existence of the defect within that the time period under law, and the defect is caused directly or indirectly by the design, construction, functionality, installation, assembly or workmanship of Subdivider. Nothing contained in this paragraph is intended to limit or otherwise waive any right or cause of action under applicable construction defect law that City may assert against Subdivider.

H. Subdivider shall, at its sole expense, unless otherwise provided in a credit/reimbursement agreement as provided for in the Development Agreement, obtain all necessary permits and licenses for the construction and installation of the Improvements, give all necessary notices, and pay all applicable fees required by City ordinance or resolution and all taxes required by law.

I. Not less than seven (7) days prior to commencement of work on the Improvements, Subdivider shall give written notice to the City Engineer of the date fixed for such commencement of work in order that the City Engineer shall have adequate time to schedule all necessary inspections.

J. SUBDIVIDER shall pay all applicable City fees and costs stipulated in the latest fee resolution as adopted by the City Council from time to time as required for the development of the SUBDIVISION including but not limited to the following:

1. Building Permit Fees --- to be paid at the time of building permit issuance;

2. Final Map Plan Check Fees --- to be paid at time of submittal of final map for plan check and resubmittal of revised final map for plan check;

3. Final Map Moratorium Fees --- to be paid from cash deposit established at time of filing final map;

4. Plan Check and Review Fees --- to be paid from cash deposit established at time of filing improvement plans for plan check;

5. Encroachment Permit Fees --- to be paid at time of application for encroachment permit;

6. Inspection Fees --- to be paid from cash deposit established at time of construction permit issuance; and

7. Grading Permit Fee --- to be paid from cash deposit established at time of grading permit issuance.

K. Subdivider shall provide City with final Record Drawings of all plans developed for the Subdivision, showing all changes and as built conditions as specified in the Tentative Tract Map Conditions of Approval, and shall provide electronic image files of those final Record Drawings consistent with electronic image file size and type specifications of the City prior to the acceptance of improvements and release of bonds or other security.

2. INSPECTION OF WORK AND FINAL ACCEPTANCE

A. Subdivider shall at all times maintain proper facilities and safe access for inspection of the Improvements by the City Engineer and other City personnel and inspection consultants.

B. Upon completion of the work on all or any category of the Improvements, the Subdivider may request a final inspection by the City Engineer. Within forty-five (45) days of receipt of the written letter request, the City Engineer shall

inspect the Improvements and provide written notice to Subdivider of the list of items which have been found to be incomplete and the list of items which have been found to be complete. If the City Engineer determines that all or any specified category of the Improvements have been completed in accordance with this Agreement and in compliance with the Improvement Plans and all applicable City standards, then the City Engineer shall acknowledge that determination in a report to the City Council. If the Improvements that are completed are to be dedicated to or owned by the City (Improvements within City right of way and property for public use), the City Engineer's determination shall be submitted to the City Council for final acceptance by the City, unless such power to accept has been delegated by the City Council to the City Engineer or some other officer of the City, in which case the final acceptance shall be subject to the approval of that specified official. If the Improvements that are completed are to be dedicated to or owned by a public entity other than the City, the Subdivider's written request shall be submitted to the applicable public entity or other owner, for final acceptance. Subdivider shall bear all costs of inspection and determination of completeness in accordance with City's formally adopted and applicable fees and rates.

C. Acceptance of all or any specified category of the Improvements by the City Council shall be made upon recommendation and certification of the City Engineer following inspection of said Improvements pursuant to subparagraph B above. The City Council shall act upon the City Engineer's recommendation that such public Improvements have been completed unless such power to accept has been delegated by the City Council to the City Engineer or some other officer of the City, in which case the final acceptance shall be subject to the approval of that specified official. Acceptance by the City or by the governing body of the entity that is to accept dedication or ownership of the public improvements shall not constitute a waiver by the City or such other public entity of any defects in the public Improvements.

3. GUARANTEE AND WARRANTY OF THE IMPROVEMENTS

A. If, within a period of one year following acceptance by the City of the applicable Improvements specified in Schedule A, any Improvements or part of any Improvements specified in Section A furnished, installed or constructed by the Subdivider, or any of the work performed under this Agreement by Subdivider, fails to comply with any requirements of this Agreement, or the Subdivision Laws, or the Improvement Plans and related specifications, the Subdivider shall, without delay and without cost to the City, repair, replace or reconstruct any defective or otherwise unsatisfactory part or parts of the Improvements. Subdivider's obligations hereunder shall include the repair, replacement or reconstruction of all irrigation systems and all trees, shrubs, ground cover and landscaping for such one year.

B. Should the Subdivider fail or refuse to act promptly or in accordance with subparagraph A above, or should the exigencies of the situation require repair, replacement, or reconstruction to be undertaken before the Subdivider can be notified and can perform the necessary work, then the City may, in its discretion, make the necessary repairs or replacements or perform the necessary reconstruction and draw upon the Subdivider's improvement security to reimburse itself for the costs incurred. If

the Subdivider's improvement security does not cover the total cost of such repair, replacement, or reconstruction, the Subdivider shall reimburse the City for any excess costs incurred.

C. The security furnished for the faithful performance of the Subdivider's obligation to construct and install the Improvements described herein shall include the Subdivider's liability and obligation hereunder to provide the one-year guarantee and warranty of the Improvements.

4. TIME EXTENSIONS

A. Upon a showing by the Subdivider of good cause therefor, the duration of the Completion Period for the Improvements (or any of them) may be extended by the City Engineer in writing. As used herein, "good cause" may include, without limitation, delay resulting from, arising out of or relating to an act of the City; acts of God or force majeure, strikes, boycotts or similar job actions by employees or labor organizations which prevent the conduct of the work; findings made by a governmental entity that the site of a particular Improvement is of archeological significance or requires further permitting and approval; and/or actions or failure to act of native American monitor(s); and, the order of any court.

B. A time extension may be granted without notice to any surety or sureties of the Subdivider and shall not affect the validity of this Agreement nor release the surety or sureties on any bond given as an improvement security pursuant to this Agreement.

C. As a condition of any time extension provided for herein, the City Engineer, may require the Subdivider to furnish new or modified improvement security guaranteeing performance of this Agreement, as extended, in an increased amount as necessary to compensate for any projected increase in the Estimated Total Cost of Improvements, as determined by the City Engineer.

5. IMPROVEMENT SECURITY

A. Prior to City's execution of this Agreement, Subdivider shall provide as security to the City:

1. For Performance and Guarantee: Security in an amount equal to one hundred percent (100%) of the Estimated Total Cost of the Improvements, excluding Grading, as set forth above in the Subdivision Reference Data. The security shall be issued by a bonding company licensed to issue bonds in the State of California and having a Best rating of AAA or better. With this security, the form of which shall be subject to City Attorney's prior approval, the Subdivider assures faithful performance under this Agreement and guarantees the Improvements for one year after the completion and acceptance of the applicable portion of such Improvements, against any defective workmanship or materials or any unsatisfactory performance, pursuant to Section 3 hereof.

2. For Payment: Security in an amount equal to one hundred percent (100%) of the Estimated Total Cost of the Improvements, excluding Grading, as set forth above in the Subdivision Reference Data. The security shall be issued by a bonding company licensed to issue bonds in the State of California and having a Best rating of AAA or better. With this security, the form of which shall be subject to City Attorney's prior approval, the Subdivider guarantees payment to contractors, subcontractors, and persons renting equipment or furnishing labor or materials to them or to the Subdivider.

B. If the improvement security is a corporate surety bond and, in the opinion of the City, any surety or sureties thereon become insufficient, because (i) the surety becomes insolvent; (ii) the surety's bond rating is downgraded; (iii) the surety declares bankruptcy; or (iv) the surety is no longer deemed to be an admitted surety in California by the California Department of Insurance, or (v) the form of the surety or the amount is found by City to be in error or materially insufficient, the Subdivider shall renew or replace any such surety bond with good and sufficient surety or sureties within thirty (30) days after receiving from City written demand therefor.

C. The amount of security for performance, payment and warranty obligations provided by this section shall not include the cost of monumentation, as required by Government Code Section 66497 so long as a separate cash deposit or security acceptable to the City Engineer for the estimated cost of monumentation has been submitted to the City.

D. Improvement security consisting of corporate surety bonds, in a form accepted by the City Attorney, shall be filed with the City Engineer and then kept on file with the City Clerk. If a corporate surety bond is replaced by another approved bond, the replacement shall be submitted to the City Engineer and, upon filing with the City Clerk, shall be deemed to have been made a part of and incorporated into this Agreement. Upon submission to the City Engineer and then filing with the City Clerk of a replacement bond, the former improvement security shall be released following written approval of the City Engineer.

E. Modifications of the Improvement Plans and related specifications, and modifications of the Improvements, not exceeding ten percent (10%) of the original Estimated Total Cost of the Improvements, shall not relieve or release any improvement security furnished by Subdivider pursuant to this Agreement. If any such modifications exceed ten percent (10%) of the Estimated Total Cost of the Improvements, Subdivider shall furnish additional improvement security for performance and guarantee, and for payment, as required by subparagraph A above, for one hundred percent (100%) of the revised Estimated Total Cost of the Improvements.

F. Subject to any time extensions granted in accordance with Section 4 herein, the Subdivider shall be in default if the Subdivider has not completed all improvements within two years from the Execution Date of the Agreement and has not repaired any defects in the completed Improvements within the one-year guarantee and warranty period.

Alternatively, in the event of a default by the Subdivider pursuant to Section 10, and after written notice to Subdivider and reasonable opportunity to cure, City, at its sole option, shall have the right, without limiting any other rights and/or remedies available to City at law or in equity, to draw upon or utilize the improvement security furnished herewith to construct and install the Improvements itself. If City exercises this right, the release of any unused portion of such improvement security shall be in accordance with the procedures outlined in Section 6 herein, including any retention necessary for the one-year guarantee period.

6. REDUCTION OR RELEASE OF IMPROVEMENT SECURITY

A. All public Improvements (Improvements that are to be owned or dedicated to the City or other public entity as distinguished from those owned by a private community association) shall be first completed, deemed completed by the City Engineer and then accepted as complete by the City prior to release of sureties. All private Improvements (Improvements that are to be owned by a private community association and not dedicated or owned by the City or other public entity) shall be first completed and then accepted as complete in writing by the City Engineer.

B. Partial releases or reductions in the Subdivider's improvement (performance) security may be authorized prior to the City's acceptance of all Improvements required hereunder, as follows:

1. At the time that the Subdivider believes that the obligation to perform the work for which security was required is complete, the Subdivider may notify the City in writing of the completed work, including a list of work completed. Upon receipt of the written notice, the City shall review and comment or approve the completion of the required work within forty-five (45) days. If the City does not agree that all work has been completed in accordance with the plans and specifications for the Improvements, it shall supply a list of all remaining work to be completed within this 45-day period.

2. Within forty-five (45) days of receipt of the list of remaining work from the local agency, the Subdivider may then provide cost estimates for all remaining work for review and approval by the City. Upon receipt of the cost estimates, the City shall then have forty-five (45) days to review, comment, and approve, modify, or disapprove those cost estimates. The City shall not be required to engage in this process of partial release more than once between the start of work and completion and acceptance of all work; however, nothing in this section prohibits the City from allowing for multiple and phased partial releases as it otherwise deems appropriate.

3. If the City approves the cost estimate, the City shall release all performance security except for security in an amount up to two hundred percent (200%) of the cost estimate of the remaining work. The process allowing for a partial release of performance security shall occur when the cost estimate of the remaining work does not exceed twenty percent (20%) of the total original

performance security unless the City allows for a release at an earlier time. Substitute bonds or other security may be used as a replacement for the performance security, subject to the approval of the City. If substitute bonds or other security is used as a replacement for the performance security released, the release shall not be effective unless and until the City receives and approves that form of replacement security. A reduction in the performance security, authorized under this section, is not, and shall not be deemed to be, an acceptance by the City of the completed improvements in and of itself, and the risk of loss or damage to the Improvements and the obligation to maintain the Improvements shall remain the sole responsibility of the Subdivider until the applicable required public Improvements have been accepted by the City in writing and all other required improvements have been fully completed in accordance with the plans and specifications for the improvements.

4. The Subdivider shall complete the works of Improvement until all remaining items are accepted by the City.

5. Upon the completion of the Improvements, the Subdivider, or his or her assigns, shall be notified in writing by the City within forty-five (45) days.

6. Within sixty (60) days of the issuance of the notification by the City Engineer, any remaining performance security, except ten percent (10%) of the original amount of the security to guarantee and warrant the Improvements for the one-year guarantee and warranty period, shall be released within sixty (60) days of the issuance of the written statement of completion.

C. Security securing the payment to the contractor, his or her subcontractors and to persons furnishing labor, materials or equipment shall, after passage of the time within which claims of lien are required to be recorded pursuant to Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the Civil Code and after acceptance of the work, be reduced to an amount equal to the total claimed by all stop notice claimants for whom stop notices have been filed with the City, and if no claims have been filed, the security shall be released in full.

D. The partial release provisions of this Section 6 shall not apply to any required guarantee and warranty period required by Section 66499.9 for the guarantee or warranty nor to the amount of the security deemed necessary by the local agency for the guarantee and warranty period nor to costs and reasonable expenses and fees, including reasonable attorneys' fees. Security furnished to guarantee and warrant the Improvements against any defective work or labor done or defective materials furnished, shall be released within thirty (30) days after the completion of the one-year period following completion and acceptance of all Improvements.

E. If Subdivider's obligations relating to any Improvements are subject to the approval of another governmental agency, the City shall not release the improvement (performance) security therefor until the obligations are performed to the

satisfaction of such other governmental agency. Such agency shall have sixty (60) days after receipt of written notice from the Subdivider of the Subdivider's performance of the obligation to register its satisfaction or dissatisfaction. If at the end of that period it has not registered its satisfaction or dissatisfaction, it shall be conclusively deemed that the Subdivider's performance of the obligation was done to its satisfaction, and such improvement security shall be promptly released.

F. In the event the time periods for action by the City specified in this Section conflict with a shorter or longer time period for such actions as provided in Government Code Section 66499.7, the time periods in Government Code Section 66499.7 shall control.

7. INDEMNIFICATION OF CITY BY SUBDIVIDER

A. Neither the City, nor its officers, agents and employees, shall be liable or responsible for any accident, injury, loss or damage to either property or person attributable to or arising out of the defective design, construction, functionality, installation assembly or improper maintenance including, without limitation, the use of defective methods, materials or workmanship (collectively "Subdivider's Faults") of the Improvements by Subdivider, its officers, employees and agents. Subdivider shall indemnify, hold harmless and defend the City, its officers, agents and employees, from and against any and all losses, claims, costs, expenses, liabilities, damages, actions, causes of action and judgments, including attorneys' fees, arising directly or indirectly out of or attributable to Subdivider's Faults.

B. Subdivider's obligations under this Section 7 are not conditioned or dependent upon whether the City, or its officers, agents and employees, prepared, supplied or reviewed any Improvement Plans or related specifications in connection with the Subdivision or the Improvements, or has insurance or other indemnification covering any of these matters.

C. Subdivider's obligation to indemnify, hold harmless and defend the City under this Section 7 shall extend to injuries to persons and damages to or alleged taking of property resulting from the Subdivider's Faults, and the Improvements required herein, and shall likewise extend to claims asserted by adjacent property owners based upon the diversion of waters caused by the Subdivider's defective design or defective construction of public drainage systems, streets, and other public facilities or improvements. Except for a City Directive as defined below, the City's acceptance of the Improvements shall not constitute an assumption by the City of any responsibility or liability for any damage or alleged taking of property referenced herein. City shall not be responsible or liable for the design or construction of the Subdivision or the Improvements constructed or installed pursuant to the approved Improvement Plans or the Final Map, regardless of any act or omission by the City in approving the Improvement Plans or the Final Map, unless the particular Improvement design was required by the City over the written objection of the Subdivider, which objection stated that the Improvement design was potentially dangerous or defective and set forth an alternative design (a "City Directive"). After City's acceptance of the Improvements, the

Subdivider shall remain obligated to correct or eliminate all dangerous conditions created by defects in design, construction or Subdivider's Faults (other than those required by a City Directive); provided, however, that Subdivider shall not be responsible for routine maintenance as specified in Section 1(F) of this Agreement. Subdivider's indemnity obligations hereunder shall remain in effect for ten (10) years following acceptance of the respective Improvement(s) by the City Council. Subdivider acknowledges and agrees that Subdivider shall be responsible and liable for the Subdivider's Faults with respect to the Improvements and other work done pursuant to this Agreement, unless same is due to a City Directive. City shall not be liable for any acts or omissions in approving, reviewing, checking, correcting or modifying any Improvement Plans or related specifications, or in inspecting, reviewing or approving any work or construction of Improvements, unless same is due to a City Directive. The Subdivider's improvement security shall not be required to secure the Subdivider's obligations under this subparagraph C beyond the one-year guarantee and warranty period, unless the City Engineer provides notice to Subdivider prior to the expiration of the one-year period of the existence of, or continued existence of, defects in the improvements, in which case the portion of the improvement security to guarantee and warranty the improvements against defective work shall not be released and shall remain in place until the City Engineer provides written confirmation that the defects have been cured and corrected. The indemnity shall be effective retroactively to the earliest recordation date of the Final Map.

D. Subdivider shall pay and satisfy any judgment, award or decree that may be rendered against City, its officers, officials, employees, agents, representatives and volunteers (collectively hereinafter "City and City Personnel") to the extent of the indemnity provided above, in any such suit, action, or other legal proceeding, provided City gives Subdivider prompt written notice of such claim and allows Subdivider to undertake the defense thereof, and provided further that City cooperates in any such suit, action, or other legal proceeding, but shall retain its right to reject a settlement that the City deems, in its sole and absolute discretion, to be contrary to the interests of the City.

E. Subdivider's obligation to indemnify shall not be restricted to Insurance proceeds, if any, received by the City and City Personnel.

F. Subdivider, on behalf of itself and all parties claiming under or through it, hereby waives all rights of subrogation and contribution against City and City Personnel to the extent of the indemnity above provided.

8. INSURANCE

The following coverages will be provided by Subdivider and maintained on behalf of City and in accordance with the requirements set forth herein. If Subdivider performs construction activities through a general contractor, some or all of these insurance requirements for the period of construction may be satisfied by the general contractor's insurance coverages. In such case, Subdivider shall maintain during this same construction period, and after the construction period, the coverages shown below

as "Insurance After Construction." In addition, Subdivider may elect to obtain, for all or any portion of the Project, an "Owner-Controlled Wrap Up" insurance policy in satisfaction of the insurance requirements for general contractors and subcontractors provided it satisfies all of the insurance requirements below for general contractors and subcontractors. Throughout these specifications, the word "Subdivider" refers to the Party responsible to provide the coverages as specified and, depending on context, may refer either to Subdivider or to a separate General Contractor.

A. Insurance During Construction. Subdivider shall provide the following insurance during construction of the Improvements. Insurance requirements may be met through insurance provided by Subdivider's General Contractor:

1. Commercial General Liability Insurance. Commercial General Liability Insurance (primary) shall be provided on ISO-CGL Form No. CG 00 01 or equivalent coverage, including provisions for defense of additional insureds. Policy limits shall be no less than two million dollars ($2,000,000) per occurrence for all coverages and five million dollars ($5,000,000) general aggregate. City and its officers, employees and agents shall be added as additional insureds using ISO Form CG 20 10 11 85 or other revision of the CG 20 10 form if available from the insurer and reasonably acceptable to the City, not limiting coverage for the additional insured to "ongoing operations" or in any way excluding coverage for completed operations. Coverage shall apply on a primary non-contributing basis in relation to any other insurance or self-insurance, primary or excess, available to City or any officer, employee or agent of City. Coverage shall not be limited to the vicarious liability or supervisory role of any additional insured. Coverage shall contain no contractors' limitation or other endorsement limiting the scope of coverage for liability arising from pollution, explosion, collapse, or underground property damage.

2. Umbrella Liability Insurance. Umbrella Liability Insurance (or, at Subdivider's election, Excess Liability Insurance) (over primary) shall apply to bodily injury/property damage, personal injury/advertising injury, at a minimum. Coverage shall be at least as broad as any underlying coverage. Coverage shall be provided on a "pay on behalf" basis. There shall be no cross liability exclusion and no contractor's limitation endorsement. Policy limits shall be not less than five million dollars ($5,000,000) per occurrence and in the aggregate, including any limits required in the underlying policies. The policy shall have a starting date no later than and an ending date no earlier than those of the underlying coverages. The Named Insured (Subdivider or General Contractor as appropriate) may determine the layering of primary and excess liability insurance provided that if such layering differs from that described here, the actual coverage program meets the minimum total required limits and complies with all other requirements listed here.

3. Business Auto Coverage. Business Auto Coverage shall be written on ISO Business Auto Coverage Form CA 00 01 or the equivalent, including symbol (1) (any Auto). If Subdivider (or Contractor) does not own any

vehicles, this requirement may be satisfied by a non-owned vehicle endorsement to the general and umbrella liability policies. Limits shall be no less than one million dollars ($1,000,000) per accident. This policy shall be scheduled as underlying insurance to the umbrella policy required above for a total limit of no less than five million dollars ($5,000,000) each accident.

4. Workers' Compensation/Employer's Liability. Workers' Compensation/Employer's Liability shall provide workers' compensation statutory benefits as required by law. Employer's liability limits shall be no less than one million dollars ($1,000,000) per accident or disease. Employer's liability coverage shall be scheduled under the umbrella or excess liability policy described above. This policy shall be endorsed to waive any right of subrogation with respect to City, its officers, employees or agents.

5. Builder's Risk Insurance. Builder's Risk Insurance covering all real and personal property for "all risks" of loss or "comprehensive perils" coverage including but not limited to the perils of earth movement, including earthquake (if required by Subdivider's lender or if available at commercially reasonable rates) and flood for all Improvements.

B. Insurance After Construction. Upon completion of construction of the Improvements, and for the required one-year guarantee and warranty period for Improvements and the required 10-year indemnification period, Subdivider at Subdivider's expense shall maintain or cause to be maintained the following insurance:

1. Commercial Property Insurance. Commercial Property Insurance covering the Improvements. Coverage shall be at least as broad as the Insurance Services Offices broad causes of loss form CP 10 20, and reasonably approved of in writing by the City. Coverage shall be sufficient to insure 100% of the replacement value and there shall be no coinsurance provisions. The policy shall include an inflation guard endorsement, 100% rents coverage, contents coverage, coverage for personal property of others, ordinance or law and increased cost of construction coverage. Subdivider also agrees to provide builder's all-risk insurance using an inland marine form during the period of any major alteration or improvement, using the broadest form available.

The insurance coverage for the peril of earthquake required for this project is subject to availability on the open market at commercially reasonable premium cost, as determined by mutual agreement between Subdivider and City. If such earthquake insurance coverage should, after diligent effort by Subdivider, be unobtainable at such mutually determined commercially reasonable premium cost, then Subdivider shall obtain the maximum insurance reasonably obtainable at commercially reasonable premium cost (if any) and give notice to City of the extent of Subdivider's inability to obtain, in full, the required insurance, and in such event, Subdivider's obligation to procure and maintain such insurance may be excused, subject to City's verification of inability to obtain the required insurance. Subdivider and City agree that a premium cost of

earthquake insurance coverage of up to 150% of the premium cost paid by Subdivider for such coverage on the Effective Date (to be adjusted over time based on the Consumer Price Index,) shall constitute a commercially reasonable premium cost. Non-availability at commercially reasonable premium cost must be documented by a letter from Subdivider's insurance broker or agent indicating a good faith effort to place the required insurance and showing, at a minimum, the names of the insurance carriers and the declinations or quotations received from each.

2. Commercial General Liability Insurance. Commercial General Liability Insurance (primary) shall be provided on ISO-CGL form No. CG 00 01 or equivalent coverage, including provisions for defense of additional insureds. Policy limits shall be no less than two million dollars ($2,000,000) per occurrence for all coverages and five million dollars ($5,000,000) general aggregate. City and its officers, employees and agents shall be added as additional insureds using ISO form CG 20 10 or equivalent if available from the insurer and reasonably acceptable to the City. Coverage shall apply on a primary non-contributing basis in relation to any other insurance or self-insurance, primary or excess, available to City or any officer, employee or agent of City until the warranty period specified in this Agreement expires.

3. Umbrella Liability Insurance. Umbrella Liability Insurance (or, at Subdivider's election, Excess Liability Insurance) (over primary) shall apply to bodily injury/property damage, personal injury/advertising injury, at a minimum. Coverage shall be at least as broad as any underlying coverage. Coverage shall be provided on a "pay on behalf" basis. There shall be no cross liability exclusion. Policy limits shall be not less than five million dollars ($5,000,000) per occurrence and in the aggregate, including any limits required in the underlying policies. The policy shall have a starting date no later than and an ending date no earlier than those of the underlying coverages. Subdivider may determine the layering of primary and excess liability insurance provided that if such layering differs from that described here, the actual coverage program meets the minimum total required limits.

4. Workers Compensation Insurance. Workers' Compensation/Employer's Liability shall provide workers' compensation statutory benefits as required by law. Employer's liability limits shall be no less than one million dollars per accident or disease. Employer's liability coverage shall be scheduled under any umbrella or excess liability policy described above. Unless otherwise agreed, this policy shall be endorsed to waive any right of subrogation as respects City, its employees or agents.

5. Business Auto Coverage. Business Auto Coverage for vehicles owned, operated or maintained in any way connected with the project, shall be written on ISO Business Auto Coverage form CA 00 01 or the equivalent, including symbol (1) (any Auto). If Subdivider (or Contractor) does not own any vehicles, this requirement may be satisfied by a non-owned vehicle endorsement

to the general and umbrella liability policies. Limits shall be no less than one million dollars ($1,000,000) per accident. This policy shall be scheduled as underlying insurance to the umbrella or excess liability policy required above for a total limit of no less than five million dollars ($5,000,000) each accident.

C. Provisions Pertaining to Insurance Provided by Subdivider

1. All insurance coverage and limits provided pursuant to this Agreement shall apply to the full extent of the policies involved, available or applicable. Nothing contained in this Agreement or any other agreement relating to City or its operations limits the application of such insurance coverage.

2. Requirements of specific coverage features, or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only and is not intended by any Party to be all inclusive, or to the exclusion of other coverage, or a waiver of any type.

3. All general or auto liability insurance coverage provided pursuant to this Agreement, or any other agreements pertaining to the performance of this Agreement, shall not prohibit Subdivider, and Subdivider's employees, or agents, from waiving the right of subrogation prior to a loss. Subdivider waives its right of subrogation against City.

4. None of the policies required herein shall be in compliance with these requirements if they include any limiting endorsement that has not been first submitted to City and approved in writing by the City.

5. Unless otherwise approved by City, Subdivider's insurance and insurance provided by any contractor or subcontractor relating to the construction of the Improvements shall be written by insurers authorized to do business in the State of California and with a minimum "Best's" Insurance Guide rating of at least "A-:VII." Self-insurance will not comply with these insurance specifications unless expressly approved in writing by the City.

6. In the event any policy of insurance required under this Agreement does not comply with these requirements and Subdivider does not cure the non-compliance within thirty (30) days after written notice from City (or Subdivider does not provide reasonable evidence of such cure within such period), or if the insurance is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any reasonable premium paid by City will be promptly reimbursed by Subdivider.

7. Subdivider agrees to provide evidence of the insurance required herein, satisfactory to City, consisting of certificate(s) of insurance evidencing all of the coverages required and an additional insured endorsement to Subdivider's general liability and umbrella liability policies using ISO Form CG

20 10 11 85. Certificate(s) are to reflect that the insurer will provide 30 days' notice of any cancellation of coverage and policies are to have a "cancellation endorsement" to the same effect. Subdivider agrees to provide copies of any endorsements modifying coverage in any way upon request from City.

8. Subdivider shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage.

9. Any actual or alleged failure on the part of City or any other additional insured under these requirements to obtain proof of insurance required under this Agreement in no way waives any right or remedy of City or any additional insured, in this or any other regard.

10. Subdivider agrees to require all subcontractors or other parties (but not including a general contractor) hired for this project to construct the Improvements to purchase and maintain insurance for general liability (minimum limit $1,000,000 per occurrence), automobile liability ($1,000,000 per accident) and workers' compensation (statutory benefits). Prior to the issuance of the Certificate of Completion for each Phase, Subdivider shall, upon request by City, provide the City with copies of all insurance policies, certificates and endorsements related to such Phase.

11. Subdivider agrees to monitor and review all coverage required by this Section and assumes all responsibility for ensuring that such coverage is provided as required here. Subdivider agrees to obtain certificates evidencing such coverage. Subdivider agrees that upon request, all agreements with subcontractors or others with whom Subdivider contracts with on behalf of City, and all certificates of insurance obtained in compliance with this paragraph will be submitted to City for review upon request by City. Failure of City to request copies of such documents will not impose any liability on City, or its employees.

12. Subdivider agrees to require that no contract used by any general contractor or subcontractor in connection with construction of the Improvements, or contracts Subdivider enters into on behalf of City, will reserve the right to charge back to City the cost of insurance required by this Agreement.

13. Where appropriate (such as in the case of automobile insurance coverages), coverage will not be limited to the specific location designated as the Property.

14. Subdivider agrees to provide notice to City of any claim or loss against Subdivider that includes City as a defendant promptly after Subdivider receives written notice or obtains knowledge thereof. City assumes no obligation or liability by such notice but has the right (but not the duty) to monitor the handling of any such claim or claims if they are likely to involve City. City

agrees to provide similar notice to Subdivider of any such claims it is notified of respecting the Property.

15. Subdivider agrees not to attempt to avoid its defense and indemnity obligations to City, and its officers, employees, agents by using as a defense Subdivider's statutory immunity under workers' compensation and similar statutes.

16. Subdivider agrees to ensure that coverage provided to meet these requirements is applicable separately to each insured and that there will be no cross liability exclusions that preclude coverage for suits between Subdivider and City or between City and any other insured or Named Insured under the policy, or between City and any Party associated with City or its employees.

17. If Subdivider or any contractor or subcontractor is a Limited Liability Company, general liability coverage must apply so that the Limited Liability Company and its Managers, Members, Affiliates, and their employees are insureds.

18. Subdivider shall require General Contractor to maintain commercial general liability, and if necessary, commercial umbrella liability insurance with a limit of not less than $15,000,000 for each occurrence, until the warranty period specified in this Agreement expires.

19. Subdivider agrees to obtain and provide to City evidence of professional liability coverage for Architects, Engineers or other design professionals working on the Improvements. The limit of liability required is subject to City approval, but in no event to be less than $1,000,000 per claim and in the aggregate, and Subdivider shall use reasonable efforts to require and cause such professionals to maintain coverage with respect to each occurrence for at least three years following substantial completion of the work and, in the event Subdivider is unable to do so, Subdivider shall promptly inform the City of the scope of such efforts and the reasons that it was unable to do so. If Subdivider requests that the City approve a lower limit for any particular design professional Subdivider seeks to employ on the Improvements, City will evaluate each such request based on City's perception of liability exposure associated with the work that would be performed by that design professional.

20. To the extent a particular coverage or policy form or specification is not reasonably available from Subdivider's insurer or would result in an additional premium that is extraordinary or unreasonably disproportionate to the premium for the policy as a whole, then Subdivider shall provide substantially similar coverage reasonably acceptable to City for which the cost is not extraordinary or unreasonably disproportionate.

9. OWNERSHIP OF THE IMPROVEMENTS

A. Ownership of all or any category of the Improvements constructed and installed by the Subdivider pursuant to this Agreement and shown on the Map to be dedicated to the public shall vest, as applicable, in the City (or other specified governmental agency) upon acceptance of said Improvements by the City. The acceptance of the Improvements shall either be shown by a certificate on the Final Map or by subsequent resolution accepting the Improvements adopted by the City pursuant to Government Code Section 66477.2 and recorded with the County Recorder or by other writing.

B. The Subdivider shall at all times prior to the acceptance of the Improvements by the City, give good and adequate warning to the public of each and every dangerous and defective condition caused by the construction of the Improvements and shall take all steps reasonably necessary to protect the public from such dangerous or defective conditions. The Subdivider agrees and understands that until acceptance of the Improvements by the City in writing, each Improvement and Improvement area that is offered for dedication shall be under the charge of the Subdivider, and the Subdivider may close all or a portion of any street or area whenever necessary to protect the public during the construction of the Improvements.

10. PREPARATION AND RECORDATION OF CC&RS.

A. The Subdivider shall establish a Homeowners Association for the residential areas of the Final Map owned by Subdivider, and to pay all costs associated with the creation of the associations.

B. The Subdivider shall prepare and record Covenants, Conditions, and Restrictions (CC&Rs) which obligate each homeowners association to provide for maintenance of the shared facilities, improvements, and landscaping within the boundaries of the associations in perpetuity in accordance with the Development Agreement and conditions of approval. The CC&Rs shall describe the homeowners association and the City's responsibilities and rights, and shall be subject to the approval of the City prior to recordation.

C. The Subdivider shall implement applicable provisions of the Mitigation Monitoring and Reporting Program.

11. DEFAULT AND BREACH BY THE SUBDIVIDER AND REMEDIES OF THE CITY

A. Upon the occurrence of any of the following events, the Subdivider shall be deemed to be in default under this Agreement:

1. Subject to any time extensions granted in accordance with Section 4, failure to complete construction and installation of the Improvements or any of them by the completion date set forth above in the Subdivision Reference Data;

2. Failure to promptly correct or cure any defect in the Improvements or any of them (other than a City Directive) during the one-year guarantee and warranty period as required by Section 3.A or failure to commence correction or cure of any such defect or failure to diligently prosecute same to completion, in each instance following receipt by Subdivider of written notice that such defect exists;

3. Subject to any time extensions granted in accordance with Section 4, failure to perform substantial construction work of the Improvements or any of them, after commencement of work on same, for a period of thirty (30) days after Subdivider's receipt of written notice thereof from the City;

4. Insolvency, appointment of a receiver, or the filing of any petition in bankruptcy, whether voluntary or involuntary, and such is not cured or discharged within a period of thirty (30) days;

5. Commencement of a foreclosure action against the Subdivision or any portion thereof, or any conveyance by the Subdivider in lieu or in avoidance of foreclosure, within thirty (30) days after receipt by Subdivider of written notice thereof from the City; or

6. Failure to perform any other obligations in accordance with the terms and provisions of this Agreement within thirty (30) days after receipt by Subdivider of written notice thereof from the City.

B. City reserves to itself all remedies available to it at law or in equity for any breach of Subdivider's obligations under this Agreement. City shall have the right, without limitation of other rights or remedies, after written notice to Subdivider and a reasonable opportunity for Subdivider to cure any such alleged default, to draw upon or utilize any improvement security furnished hereunder to complete the Improvements or otherwise mitigate City's damages in the event of Subdivider's default.

C. Following Subdivider's receipt of written notice of alleged default and failure by Subdivider to promptly commence the cure of any alleged default and to diligently prosecute such cure to completion, the City may serve written notice of any such default upon the surety on any corporate surety bond furnished as improvement security hereunder, and request that said surety take over and complete the Improvements herein specified. If such surety, within thirty (30) days after service of such notice of default, does not give the City written notice of its intention to perform this Agreement, or does not commence such performance within thirty (30) days after notice to the City of such intention to perform, the City may take over the work and prosecute the same to completion, by contract or by any other method the City deems advisable, for the account and at the expense of the Subdivider and its surety.

D. Subdivider acknowledges that the Estimated Total Costs and Improvement Security amounts set forth herein may not reflect the actual cost of construction or installation of the Improvements, and, consequently, City's damages for

Subdivider's default shall be measured by the actual cost of completing the required Improvements. If the damages incurred by the City in taking over and completing the Improvements exceeds the principal amount of the improvement security, then the Subdivider shall reimburse the City in the amount of such excess damages.

E. Following Subdivider's receipt of written notice of alleged default and failure by Subdivider to promptly commence the cure of any alleged default and to diligently prosecute such cure to completion, City may, without liability for so doing, take possession of, and utilize in completing the Improvements, such materials, appliances, plant and other property belonging to Subdivider as may be on the site of the work and necessary for the performance of the work. Subdivider hereby consents to such entry by the City and its representatives, including contractors, following written notice to Subdivider upon the real property in the Subdivision owned by Subdivider and necessary for City to enter or access under this Agreement, in the event the City elects to maintain or complete the work on the Improvements following Subdivider's default.

F. Subdivider acknowledges and agrees that approval of the Final Map for the Subdivision conferred substantial rights upon the Subdivider, including the right to sell, lease or finance lots within the Subdivision, and that such approval constitutes the final act necessary to permit the division of land within the Subdivision. As a result, City will be damaged to the extent of the cost of construction or installation of the Improvements upon Subdivider's failure to perform its obligations under this Agreement, which failure is not promptly remedied by sureties or by Subdivider.

G. The City's failure to take an enforcement action with respect to a default, or to declare a default or breach, shall not be construed as a waiver of that default or breach or any subsequent default or breach of the Subdivider.

H. If City sues to compel Subdivider's performance of this Agreement, or to recover damages or costs incurred in completing or maintaining the work on the Improvements, and is the prevailing party, Subdivider agrees to pay all reasonable attorneys' fees and other costs and expenses of litigation incurred by the City in connection therewith, even if Subdivider subsequently resumes and completes the work.

12. RELATIONSHIP OF THE PARTIES

Neither Subdivider, nor any of Subdivider's contractors, employees or agents, are or shall be deemed to be, agents of the City in connection with the performance of Subdivider's obligations under this Agreement.

13. ASSIGNMENT

A. Subdivider shall not assign this Agreement, or any portion thereof without the prior written consent of the City in accordance with the Development Agreement. Any attempted or purported assignment in violation of this subparagraph A shall be null and void and shall have no force or effect.

B. The sale or other disposition of the Subdivision shall not relieve Subdivider of its obligations hereunder. If Subdivider intends to sell the Subdivision, or any portion thereof (except for the sale of individual lots with homes to individual purchasers), to any other person or entity, the Subdivider may request an assignment or novation of this Agreement and a substitution of improvement security. Upon the City's approval of the assignment or novation and substitution of improvement security, the Subdivider may request a release or reduction of the improvement security furnished pursuant to this Agreement.

14. NOTICES

All notices required or provided for in this Agreement shall be in writing and delivered in person or by mail, postage prepaid, and addressed as follows:

If to the City:	Art Vela Director of Public Works/City Engineer City of Banning 99 E. Ramsey Drive Banning, California 92220
If to the Subdivider:	To the address set forth above in the Subdivision Reference Data, or to such other address as may subsequently be designated in written notice to the City.

Notice shall be effective on the date that it is delivered in person, or, if mailed, three (3) days after the date of deposit in the United States Mail.

15. ENTIRE AGREEMENT

This Agreement constitutes the entire agreement of the parties with respect to its subject matter. All modifications, amendments, or waivers of any terms of this Agreement shall be in writing and signed by the duly authorized representatives of the parties. In the case of the City, the duly authorized representative, unless otherwise specified herein, shall be the City Engineer.

16. SEVERABILITY

The provisions of this Agreement are severable. If any portion of this Agreement is held invalid by a court of competent jurisdiction, the remainder of the Agreement shall remain in full force and effect.

17. INCORPORATION OF SUBDIVISION REFERENCE DATA AND RECITALS

The Subdivision Reference Data and the Recitals are incorporated into this Agreement.

18. GOVERNING LAW

This Agreement shall be governed by the laws of the State of California.

19. EFFECTIVE DATE OF THE AGREEMENT

This Agreement shall be and become effective as of the date that it is executed by a duly authorized officer or employee of the City, it being the intention of the parties that the Subdivider shall first execute this Agreement and thereafter submit it to the City. The City shall insert the effective date in the Subdivision Reference Data in all counterparts of this Agreement and shall transmit a fully executed counterpart to the Subdivider.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective officers, thereunto duly authorized, as of the dates set forth below their respective signatures.

[Note: All signatures must be acknowledged by a notary public and the acknowledgement must be attached. If signed by a Corporation, the signatures of two Corporate officers are required, unless a resolution of the Corporation's Board of Directors is provided indicating that the signature of the one signatory is sufficient to bind the Corporation.]

SUBDIVIDER

By: _____

Print Name: Michael Taylor

Title: Division President

Date: 3-17-2022

CITY

CITY OF BANNING

_____

MAYOR

ATTEST:

_____ (SEAL)

CITY CLERK

Approved as to form:

_____

CITY ATTORNEY

[This page for acknowledgments.]

Bond No. 30151571
Premium: $636 / Annually

CITY OF BANNING

FAITHFUL PERFORMANCE BOND

Meadowline Way Water Interconnect Facility Paving, Grading & Drainage Plan
(Name or Tract Number of Subdivision)

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, Tri Pointe Homes IE-SD, Inc. (hereinafter designated as Principal) has executed a Subdivision Improvement Agreement (Agreement herein) with the City of Banning, a municipal corporation of the State of California (City herein), whereby Principal agrees to construct, install, complete and guarantee for one year after acceptance thereof, certain designated public improvements generally identified as follows: Meadowline Way Water Interconnect Facility Paving, Grading & Drainage Plan ; and

WHEREAS, said Agreement is incorporated herein by this reference; and

WHEREAS, said Principal is required under the terms of said Agreement to furnish a corporate surety bond or other approved improvement security to guarantee the faithful performance of said Agreement;

NOW, THEREFORE, the Principal designated above, and The Continental Insurance Company, as Surety, are held and firmly bound unto the City in the penal sum of One Hundred Eighty-One Thousand Eight Hundred Seventy-Six and 07/100 Dollars ($ 181,876.07), lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that if the above-bounded Principal, his or its heirs, executors, administrators, successors, or assigns, shall in all things stand to, abide by, well and truly keep and perform the covenants, conditions and provisions in said Agreement and any modification thereof made as therein provided, on his or their part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City, its officers, agents and employees, as therein stipulated; then this obligation shall become void; otherwise, this obligation shall be and remain in full force and effect.

As a part of the obligation secured hereby, and in addition to the face amount specified, costs and reasonable expenses and fees shall be included, including reasonable attorneys fees, incurred by the City in successfully enforcing the obligation, all to be taxed as costs and included in any judgment rendered.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement, the work to be performed thereunder, or the Improvement Plans and related specifications accompanying the Agreement shall in any manner affect its obligations on this bond. The Surety hereby waives notice of any such change, extension of time, alteration or addition to the terms of the Agreement, the work, or the Improvement Plans and related specifications.

IN WITNESS WHEREOF, this instrument has been duly executed by the above-named Principal and Surety as of the date or dates set forth below the signatures of their authorized officers.

Note: All signatures must be acknowledged before a notary public. Attach appropriate acknowledgment.

"PRINCIPAL"

Tri Pointe Homes IE-SD, Inc.
(Type name of Principal)

1250 Corona Pointe Court, Suite 600
(Street Address)

Corona, CA 92879
(City) (State) (Zip)

By: _____
(Signature of authorized officer)

Michael Taylor, Division President
(Title of officer)

Date: _____

"SURETY"

The Continental Insurance Company
(Type name of Surety)

2 Park Plaza, Suite 400
(Street Address)

Irvine, CA 92614
(City) (State) (Zip)

By: Michelle Haase
(Signature of authorized officer)

Michelle Haase, Attorney-in-Fact
(Title of officer)

Date: March 10, 2022

APPROVED:

_____
City Attorney

ALL- PURPOSE
CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Orange }

On MAR 10 2022 before me, Janina Monroe, Notary Public
(Here insert name and title of the officer),

personally appeared Michelle Haase,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in ~~his~~/her/~~their~~ authorized capacity(~~ies~~), and that by ~~his~~/her/~~their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

JANINA MONROE
Notary Public - California
Orange County
Commission # 2244611
My Comm. Expires Jun 25, 2022

WITNESS my hand and official seal.

Notary Public Signature (Notary Public Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages ____ Document Date____

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer
  (Title)
- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other ____

2015 Version www.NotaryClasses.com 800-873-9865

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknolwedgents from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they,~~ is /~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - Indicate title or type of attached document, number of pages and date.
  - Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That The Continental Insurance Company, a Pennsylvania insurance company, is a duly organized and existing insurance company having its principal office in the City of Chicago, and State of Illinois, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Janina Monroe, Tom McCall, Jennifer Ochs, Martha Barreras, Michelle Haase, Adriana Valenzuela, Lisa Marie Saumur, Charles R Teter III, K D Wapato, Marina Tapia, Edward C Spector, Ethan Spector, B Aleman, Aidan Smock, Simone Gerhard, Erin Brown, D Garcia, Individually

of Los Angeles, CA, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the insurance company and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Board of Directors of the insurance company.

In Witness Whereof, The Continental Insurance Company has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 15th day of February, 2022.

The Continental Insurance Company

Paul T. Bruflat — Vice President

State of South Dakota, County of Minnehaha, ss:

On this 15th day of February, 2022, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of The Continental Insurance Company, a Pennsylvania insurance company, described in and which executed the above instrument; that he knows the seal of said insurance company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said insurance company and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance company.

M. BENT
NOTARY PUBLIC
SOUTH DAKOTA

My Commission Expires March 2, 2026

M. Bent — Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of The Continental Insurance Company, a Pennsylvania insurance company, do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance company printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance company this 10TH day of MARCH, 2022.

The Continental Insurance Company

D. Johnson — Assistant Secretary

Form F6850-4/2012

Go to www.cnasurety.com > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF THE CONTINENTAL INSURANCE COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company at a meeting held on May 10, 1995.

> "RESOLVED: That any Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Group Vice President to the Secretary of the Company prior to such execution becoming effective.

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execution power of attorneys on behalf of The Continental Insurance Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012.

> "Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and
>
> Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"), Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company."

CNA SURETY

Digital Seal Authority and Enforceability

This communication is being provided on behalf of all CNA Surety companies, including **Western Surety Company, Continental Casualty Company, The Continental Insurance Company, American Casualty Company of Reading, Pennsylvania,** and **National Fire Insurance Company of Hartford** (collectively and individually referred to as "CNA Surety").

The use of an electronic image of the corporate seal of any CNA Surety company (the "Digital Seal") and the attachment of the Digital Seal to any surety bond issued by a CNA Surety company is authorized. Each CNA Surety company acknowledges and agrees that the Digital Seal may be affixed to any CNA Surety bond and relied upon to the same extent as if a raised corporate seal were physically attached to the bond.

Delivery of a digital copy of this Digital Seal Authority and Enforceability notice, executed electronically, to an Obligee or Obligee's representative shall constitute effective execution and delivery of this notice and shall have the same legal effect as delivery of a tangible original of the notice with my original "wet" signature.

In Witness Whereof, this has been executed by the Vice President and Surety General Counsel for each of the CNA Surety companies.

Dated this 31st day of March, 2020.

Rosemary Quinn
Vice President and Surety General Counsel on behalf of

Western Surety Company

The Continental Insurance Company

Continental Casualty Company

National Fire Insurance Company of Hartford

American Casualty Company of Reading, Pennsylvania

California All-Purpose Certificate of Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Riverside } s.s.

On March 17, 2022 before me, Ana E. Chavez Perez, Notary Public,
Name of Notary Public, Title

personally appeared Michael C. Taylor
Name of Signer (1)

Name of Signer (2)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

ANA E. CHAVEZ PEREZ
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2286015
RIVERSIDE COUNTY
My Comm. Exp. April 22, 2023

OPTIONAL INFORMATION

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of _____,

containing _____ pages, and dated _____.

The signer(s) capacity or authority is/are as:

- ☐ Individual(s)
- ☐ Attorney-in-fact
- ☐ Corporate Officer(s) _____
  Title(s)
- ☐ Guardian/Conservator
- ☐ Partner - Limited/General
- ☐ Trustee(s)
- ☐ Other: _____

representing: _____
Name(s) of Person(s) Entity(ies) Signer is Representing

Additional Information

Method of Signer Identification

Proved to me on the basis of satisfactory evidence:

☐ form(s) of identification ☐ credible witness(es)

Notarial event is detailed in notary journal on:

Page # _____ Entry # _____

Notary contact: _____

Other

☐ Additional Signer ☐ Signer(s) Thumbprints(s)

☐ _____

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Bond No. 30151571
Premium is included in Performance Bond.

CITY OF BANNING

PAYMENT BOND

Meadowline Way Water Interconnect Facility Paving, Grading & Drainage Plan
(Name or Tract Number of Subdivision)

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, Tri Pointe Homes IE-SD, Inc., (hereinafter designated as "Principal") has executed a Subdivision Improvement Agreement ("Agreement" herein) with the City of Banning, a municipal corporation of the State of California ("City" herein), whereby Principal agrees to construct, install and complete certain designated public improvements generally identified as follows: Meadowline Way Water Interconnect Facility Paving, Grading & Drainage Plan; and

WHEREAS, said Agreement is dated _____, 20__ and is incorporated herein by this reference; and

WHEREAS, said Principal is required under the terms of said Agreement, before entering upon the performance of the work, to file with the City a good and sufficient payment bond, or other approved security, to secure the claims to which reference is made in Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the California Civil Code and in Government Code Section 66497;

NOW, THEREFORE, the Principal designated above, and The Continental Insurance Company, as Surety, are held firmly bound unto the City and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of said Agreement and referred to in the above-referenced Civil Code and Government Code in the sum of *** Dollars ($ 181,876.07), for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor; that said Surety will pay the same in an amount not exceeding the amount hereinabove set forth; and in case suit is brought upon this bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by the City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

One Hundred Eighty-One Thousand Eight Hundred Seventy-Six and 07/100 Dollars

It is hereby expressly stipulated and agreed that this bond shall inure to the benefit of any and all persons, companies and corporations entitled to file claims under Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the Civil Code, and under Government Code Section 66497, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of said Agreement or the Improvement Plans or related specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension, alteration or addition.

IN WITNESS WHEREOF, this instrument has been duly executed by the above-named Principal and Surety as of the date or dates set forth below the signatures of their authorized officers.

Note: All signatures must be acknowledged before a notary public. Attach appropriate acknowledgment.

"PRINCIPAL"

Tri Pointe Homes IE-SD, Inc.
(Type name of Principal)

1250 Corona Pointe Court, Suite 600
(Street Address)

Corona, CA 92879
(City) (State) (Zip)

By: _____
(Signature of authorized officer)

Michael Taylor, Division President
(Title of officer)

Date: _____

"SURETY"

The Continental Insurance Company
(Type name of Surety)

2 Park Plaza, Suite 400

(Street Address)

Irvine, CA 92614
(City) (State) (Zip)

By: Michelle Haase
(Signature of authorized officer)

Michelle Haase, Attorney-in-Fact
(Title of officer)

Date: March 10, 2022

APPROVED:

_____
City Attorney

ALL- PURPOSE
CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Orange }

On MAR 10 2022 before me, Janina Monroe, Notary Public
(Here insert name and title of the officer),

personally appeared Michelle Haase,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in ~~his~~/her/~~their~~ authorized capacity(~~ies~~), and that by ~~his~~/her/~~their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

JANINA MONROE
Notary Public - California
Orange County
Commission # 2244611
My Comm. Expires Jun 25, 2022

Notary Public Signature (Notary Public Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages ____ Document Date____

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer
  (Title)
- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other ____

2015 Version www.NotaryClasses.com 800-873-9865

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknolwedgents from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they,~~ is /~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - Indicate title or type of attached document, number of pages and date.
  - Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That The Continental Insurance Company, a Pennsylvania insurance company, is a duly organized and existing insurance company having its principal office in the City of Chicago, and State of Illinois, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Janina Monroe, Tom McCall, Jennifer Ochs, Martha Barreras, Michelle Haase, Adriana Valenzuela, Lisa Marie Saumur, Charles R Teter III, K D Wapato, Marina Tapia, Edward C Spector, Ethan Spector, B Aleman, Aidan Smock, Simone Gerhard, Erin Brown, D Garcia, Individually

of Los Angeles, CA, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the insurance company and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Board of Directors of the insurance company.

In Witness Whereof, The Continental Insurance Company has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 15th day of February, 2022.

The Continental Insurance Company

Paul T. Bruflat — Vice President

State of South Dakota, County of Minnehaha, ss:

On this 15th day of February, 2022, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of The Continental Insurance Company, a Pennsylvania insurance company, described in and which executed the above instrument; that he knows the seal of said insurance company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said insurance company and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance company.

M. BENT
NOTARY PUBLIC
SOUTH DAKOTA

My Commission Expires March 2, 2026

M. Bent — Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of The Continental Insurance Company, a Pennsylvania insurance company, do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance company printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance company this 10TH day of MARCH, 2022.

The Continental Insurance Company

D. Johnson — Assistant Secretary

Form F6850-4/2012

Go to www.cnasurety.com > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF THE CONTINENTAL INSURANCE COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company at a meeting held on May 10, 1995.

> "RESOLVED: That any Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Group Vice President to the Secretary of the Company prior to such execution becoming effective.

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execution power of attorneys on behalf of The Continental Insurance Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012.

> "Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and
>
> Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"), Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company."

CNA SURETY

Digital Seal Authority and Enforceability

This communication is being provided on behalf of all CNA Surety companies, including **Western Surety Company, Continental Casualty Company, The Continental Insurance Company, American Casualty Company of Reading, Pennsylvania,** and **National Fire Insurance Company of Hartford** (collectively and individually referred to as "CNA Surety").

The use of an electronic image of the corporate seal of any CNA Surety company (the "Digital Seal") and the attachment of the Digital Seal to any surety bond issued by a CNA Surety company is authorized. Each CNA Surety company acknowledges and agrees that the Digital Seal may be affixed to any CNA Surety bond and relied upon to the same extent as if a raised corporate seal were physically attached to the bond.

Delivery of a digital copy of this Digital Seal Authority and Enforceability notice, executed electronically, to an Obligee or Obligee's representative shall constitute effective execution and delivery of this notice and shall have the same legal effect as delivery of a tangible original of the notice with my original "wet" signature.

In Witness Whereof, this has been executed by the Vice President and Surety General Counsel for each of the CNA Surety companies.

Dated this 31st day of March, 2020.

Rosemary Quinn
Vice President and Surety General Counsel on behalf of

Western Surety Company

The Continental Insurance Company

Continental Casualty Company

National Fire Insurance Company of Hartford

American Casualty Company of Reading, Pennsylvania

California All-Purpose Certificate of Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Riverside } s.s.

On March 17, 2022 before me, Ana E. Chavez Perez, Notary Public,
Name of Notary Public, Title

personally appeared Michael C. Taylor
Name of Signer (1)

Name of Signer (2)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

ANA E. CHAVEZ PEREZ
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2286015
RIVERSIDE COUNTY
My Comm. Exp. April 22, 2023

OPTIONAL INFORMATION

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of _____,

containing _____ pages, and dated _____.

The signer(s) capacity or authority is/are as:

- ☐ Individual(s)
- ☐ Attorney-in-fact
- ☐ Corporate Officer(s) _____
  Title(s)
- ☐ Guardian/Conservator
- ☐ Partner - Limited/General
- ☐ Trustee(s)
- ☐ Other: _____

representing: _____
Name(s) of Person(s) Entity(ies) Signer is Representing

Additional Information

Method of Signer Identification

Proved to me on the basis of satisfactory evidence:

☐ form(s) of identification ☐ credible witness(es)

Notarial event is detailed in notary journal on:

Page # _____ Entry # _____

Notary contact: _____

Other

☐ Additional Signer ☐ Signer(s) Thumbprints(s)

☐ _____

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Bond No. 30151570
Premium: $10,116 / Annually

CITY OF BANNING

FAITHFUL PERFORMANCE BOND

Meadowline Way Water Interconnect Facility Mechanical, Structural and Electric Improvement Plans
(Name or Tract Number of Subdivision)

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, Tri Pointe Homes IE-SD, Inc. (hereinafter designated as "Principal") has executed a Subdivision Improvement Agreement ("Agreement" herein) with the City of Banning, a municipal corporation of the State of California ("City" herein), whereby Principal agrees to construct, install, complete and guarantee for one year after acceptance thereof, certain designated public improvements generally identified as follows: Meadowline Way Water Interconnect Facility Mechanical, Structural and Electric Improvement Plans; and

WHEREAS, said Agreement is incorporated herein by this reference; and

WHEREAS, said Principal is required under the terms of said Agreement to furnish a corporate surety bond or other approved improvement security to guarantee the faithful performance of said Agreement;

NOW, THEREFORE, the Principal designated above, and The Continental Insurance Company, as Surety, are held and firmly bound unto the City in the penal sum of Two Million Seven Hundred Thirty-Four Thousand and no/100 Dollars ($ 2,734,000.00), lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that if the above-bounded Principal, his or its heirs, executors, administrators, successors, or assigns, shall in all things stand to, abide by, well and truly keep and perform the covenants, conditions and provisions in said Agreement and any modification thereof made as therein provided, on his or their part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City, its officers, agents and employees, as therein stipulated; then this obligation shall become void; otherwise, this obligation shall be and remain in full force and effect.

As a part of the obligation secured hereby, and in addition to the face amount specified, costs and reasonable expenses and fees shall be included, including reasonable attorneys' fees, incurred by the City in successfully enforcing the obligation, all to be taxed as costs and included in any judgment rendered.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement, the work to be performed thereunder, or the Improvement Plans and related specifications accompanying the Agreement shall in any manner affect its obligations on this bond. The Surety hereby waives notice of any such change, extension of time, alteration or addition to the terms of the Agreement, the work, or the Improvement Plans and related specifications.

IN WITNESS WHEREOF, this instrument has been duly executed by the above-named Principal and Surety as of the date or dates set forth below the signatures of their authorized officers.

Note: All signatures must be acknowledged before a notary public. Attach appropriate acknowledgment.

"PRINCIPAL"

Tri Pointe Homes IE-SD, Inc.
(Type name of Principal)

1250 Corona Pointe Court, Suite 600
(Street Address)

Corona, CA 92879
(City) (State) (Zip)

By: _____
(Signature of authorized officer)

Michael Taylor, Division President
(Title of officer)

Date: _____

"SURETY"

The Continental Insurance Company
(Type name of Surety)

2 Park Plaza, Suite 400
(Street Address)

Irvine, CA 92614
(City) (State) (Zip)

By: Michelle Haase
(Signature of authorized officer)

Michelle Haase, Attorney-in-Fact
(Title of officer)

Date: March 10, 2022

APPROVED:

_____
City Attorney

ALL- PURPOSE
CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Orange }

On MAR 1 0 2022 before me, Janina Monroe, Notary Public
(Here insert name and title of the officer),

personally appeared Michelle Haase,
who proved to me on the basis of satisfactory evidence to be the person~~(s)~~ whose name~~(s)~~ is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in ~~his~~/her/~~their~~ authorized capacity~~(ies)~~, and that by ~~his~~/her/~~their~~ signature~~(s)~~ on the instrument the person~~(s)~~, or the entity upon behalf of which the person~~(s)~~ acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

JANINA MONROE
Notary Public - California
Orange County
Commission # 2244611
My Comm. Expires Jun 25, 2022

Notary Public Signature (Notary Public Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages ____ Document Date____

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer

(Title)

- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other ____

2015 Version www.NotaryClasses.com 800-873-9865

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknolwedgents from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they,~~ is /~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - Indicate title or type of attached document, number of pages and date.
  - Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That The Continental Insurance Company, a Pennsylvania insurance company, is a duly organized and existing insurance company having its principal office in the City of Chicago, and State of Illinois, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Janina Monroe, Tom McCall, Jennifer Ochs, Martha Barreras, Michelle Haase, Adriana Valenzuela, Lisa Marie Saumur, Charles R Teter III, K D Wapato, Marina Tapia, Edward C Spector, Ethan Spector, B Aleman, Aidan Smock, Simone Gerhard, Erin Brown, D Garcia, Individually

of Los Angeles, CA, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the insurance company and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Board of Directors of the insurance company.

In Witness Whereof, The Continental Insurance Company has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 15th day of February, 2022.

The Continental Insurance Company

Paul T. Bruflat — Vice President

State of South Dakota, County of Minnehaha, ss:

On this 15th day of February, 2022, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of The Continental Insurance Company, a Pennsylvania insurance company, described in and which executed the above instrument; that he knows the seal of said insurance company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said insurance company and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance company.

M. BENT
SEAL NOTARY PUBLIC SOUTH DAKOTA SEAL

My Commission Expires March 2, 2026

M. Bent — Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of The Continental Insurance Company, a Pennsylvania insurance company, do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance company printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance company this 10TH day of MARCH, 2022.

The Continental Insurance Company

D. Johnson — Assistant Secretary

Form F6850-4/2012

Go to www.cnasurety.com > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF THE CONTINENTAL INSURANCE COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company at a meeting held on May 10, 1995.

> "RESOLVED: That any Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Group Vice President to the Secretary of the Company prior to such execution becoming effective.

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execution power of attorneys on behalf of The Continental Insurance Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012.

> "Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and
>
> Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"), Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company."

CNA SURETY

Digital Seal Authority and Enforceability

This communication is being provided on behalf of all CNA Surety companies, including **Western Surety Company, Continental Casualty Company, The Continental Insurance Company, American Casualty Company of Reading, Pennsylvania,** and **National Fire Insurance Company of Hartford** (collectively and individually referred to as "CNA Surety").

The use of an electronic image of the corporate seal of any CNA Surety company (the "Digital Seal") and the attachment of the Digital Seal to any surety bond issued by a CNA Surety company is authorized. Each CNA Surety company acknowledges and agrees that the Digital Seal may be affixed to any CNA Surety bond and relied upon to the same extent as if a raised corporate seal were physically attached to the bond.

Delivery of a digital copy of this Digital Seal Authority and Enforceability notice, executed electronically, to an Obligee or Obligee's representative shall constitute effective execution and delivery of this notice and shall have the same legal effect as delivery of a tangible original of the notice with my original "wet" signature.

In Witness Whereof, this has been executed by the Vice President and Surety General Counsel for each of the CNA Surety companies.

Dated this 31st day of March, 2020.

Rosemary Quinn
Vice President and Surety General Counsel on behalf of

Western Surety Company

The Continental Insurance Company

Continental Casualty Company

National Fire Insurance Company of Hartford

American Casualty Company of Reading, Pennsylvania

California All-Purpose Certificate of Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Riverside } s.s.

On March 17, 2022 before me, Ana E. Chavez Perez, Notary Public,
Name of Notary Public, Title

personally appeared Michael C. Taylor
Name of Signer (1)

Name of Signer (2)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

ANA E. CHAVEZ PEREZ
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2286015
RIVERSIDE COUNTY
My Comm. Exp. April 22, 2023
Seal

OPTIONAL INFORMATION

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of _____,

containing _____ pages, and dated _____.

The signer(s) capacity or authority is/are as:

- ☐ Individual(s)
- ☐ Attorney-in-fact
- ☐ Corporate Officer(s) _____
  Title(s)
- ☐ Guardian/Conservator
- ☐ Partner - Limited/General
- ☐ Trustee(s)
- ☐ Other: _____

representing: _____
Name(s) of Person(s) Entity(ies) Signer is Representing

Additional Information

Method of Signer Identification

Proved to me on the basis of satisfactory evidence:

☐ form(s) of identification ☐ credible witness(es)

Notarial event is detailed in notary journal on:

Page # _____ Entry # _____

Notary contact: _____

Other

☐ Additional Signer ☐ Signer(s) Thumbprints(s)

☐ _____

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Bond No. 30151570
Premium is included in Performance Bond.

CITY OF BANNING

PAYMENT BOND

Meadowline Way Water Interconnect Facility Mechanical, Structural and Electric Improvement Plans
(Name or Tract Number of Subdivision)

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, Tri Pointe Homes IE-SD, Inc., (hereinafter designated as "Principal") has executed a Subdivision Improvement Agreement ("Agreement" herein) with the City of Banning, a municipal corporation of the State of California ("City" herein), whereby Principal agrees to construct, install and complete certain designated public improvements generally identified as follows: Meadowline Way Water Interconnect Facility Mechanical, Structural and Electric Improvement Plans; and

WHEREAS, said Agreement is dated _____, 20__ and is incorporated herein by this reference; and

WHEREAS, said Principal is required under the terms of said Agreement, before entering upon the performance of the work, to file with the City a good and sufficient payment bond, or other approved security, to secure the claims to which reference is made in Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the California Civil Code and in Government Code Section 66497;

NOW, THEREFORE, the Principal designated above, and The Continental Insurance Company, as Surety, are held firmly bound unto the City and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of said Agreement and referred to in the above-referenced Civil Code and Government Code in the sum of *** Dollars ($2,734,000.00), for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor; that said Surety will pay the same in an amount not exceeding the amount hereinabove set forth; and in case suit is brought upon this bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by the City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

Two Million Seven Hundred Thirty-Four Thousand and no/100 Dollars

It is hereby expressly stipulated and agreed that this bond shall inure to the benefit of any and all persons, companies and corporations entitled to file claims under Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the Civil Code, and under Government Code Section 66497, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of said Agreement or the Improvement Plans or related specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension, alteration or addition.

IN WITNESS WHEREOF, this instrument has been duly executed by the above-named Principal and Surety as of the date or dates set forth below the signatures of their authorized officers.

Note: All signatures must be acknowledged before a notary public. Attach appropriate acknowledgment.

"PRINCIPAL"

Tri Pointe Homes IE-SD, Inc.

(Type name of Principal)

1250 Corona Pointe Court, Suite 600

(Street Address)

Corona, CA 92879

(City) (State) (Zip)

By: _____

(Signature of authorized officer)

Michael Taylor, Division President

(Title of officer)

Date: _____

"SURETY"

The Continental Insurance Company

(Type name of Surety)

2 Park Plaza, Suite 400

(Street Address)

Irvine, CA 92614
(City) (State) (Zip)

By: Michelle Haase
(Signature of authorized officer)

Michelle Haase, Attorney-in-Fact
(Title of officer)

Date: March 10, 2022

APPROVED:

City Attorney

ALL- PURPOSE
CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Orange }

On MAR 10 2022 before me, Janina Monroe, Notary Public
(Here insert name and title of the officer),

personally appeared Michelle Haase,
who proved to me on the basis of satisfactory evidence to be the person~~(s)~~ whose name~~(s)~~ is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in ~~his~~/her/~~their~~ authorized capacity~~(ies)~~, and that by ~~his~~/her/~~their~~ signature~~(s)~~ on the instrument the person~~(s)~~, or the entity upon behalf of which the person~~(s)~~ acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

JANINA MONROE
Notary Public - California
Orange County
Commission # 2244611
My Comm. Expires Jun 25, 2022

Notary Public Signature (Notary Public Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages ____ Document Date____

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer
  (Title)
- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other ____

2015 Version www.NotaryClasses.com 800-873-9865

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknolwedgents from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they,~~ is /~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - Indicate title or type of attached document, number of pages and date.
  - Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That The Continental Insurance Company, a Pennsylvania insurance company, is a duly organized and existing insurance company having its principal office in the City of Chicago, and State of Illinois, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Janina Monroe, Tom McCall, Jennifer Ochs, Martha Barreras, Michelle Haase, Adriana Valenzuela, Lisa Marie Saumur, Charles R Teter III, K D Wapato, Marina Tapia, Edward C Spector, Ethan Spector, B Aleman, Aidan Smock, Simone Gerhard, Erin Brown, D Garcia, Individually

of Los Angeles, CA, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the insurance company and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Board of Directors of the insurance company.

In Witness Whereof, The Continental Insurance Company has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 15th day of February, 2022.

THE CONTINENTAL INSURANCE COMPANY

The Continental Insurance Company

Paul T. Bruflat — Vice President

State of South Dakota, County of Minnehaha, ss:

On this 15th day of February, 2022, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of The Continental Insurance Company, a Pennsylvania insurance company, described in and which executed the above instrument; that he knows the seal of said insurance company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said insurance company and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance company.

M. BENT
NOTARY PUBLIC
SOUTH DAKOTA
SEAL SEAL

My Commission Expires March 2, 2026

M. Bent — Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of The Continental Insurance Company, a Pennsylvania insurance company, do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance company printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance company this 10TH day of MARCH, 2022.

THE CONTINENTAL INSURANCE COMPANY

The Continental Insurance Company

D. Johnson — Assistant Secretary

Form F6850-4/2012

Go to www.cnasurety.com > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF THE CONTINENTAL INSURANCE COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company at a meeting held on May 10, 1995.

> "RESOLVED: That any Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Group Vice President to the Secretary of the Company prior to such execution becoming effective.

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execution power of attorneys on behalf of The Continental Insurance Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012.

> "Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and
>
> Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"), Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company."

CNA SURETY

Digital Seal Authority and Enforceability

This communication is being provided on behalf of all CNA Surety companies, including **Western Surety Company, Continental Casualty Company, The Continental Insurance Company, American Casualty Company of Reading, Pennsylvania,** and **National Fire Insurance Company of Hartford** (collectively and individually referred to as "CNA Surety").

The use of an electronic image of the corporate seal of any CNA Surety company (the "Digital Seal") and the attachment of the Digital Seal to any surety bond issued by a CNA Surety company is authorized. Each CNA Surety company acknowledges and agrees that the Digital Seal may be affixed to any CNA Surety bond and relied upon to the same extent as if a raised corporate seal were physically attached to the bond.

Delivery of a digital copy of this Digital Seal Authority and Enforceability notice, executed electronically, to an Obligee or Obligee's representative shall constitute effective execution and delivery of this notice and shall have the same legal effect as delivery of a tangible original of the notice with my original "wet" signature.

In Witness Whereof, this has been executed by the Vice President and Surety General Counsel for each of the CNA Surety companies.

Dated this 31st day of March, 2020.

Rosemary Quinn
Vice President and Surety General Counsel on behalf of

Western Surety Company

The Continental Insurance Company

Continental Casualty Company

National Fire Insurance Company of Hartford

American Casualty Company of Reading, Pennsylvania

California All-Purpose Certificate of Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Riverside } s.s.

On March 17, 2022 before me, Ana E. Chavez Perez, Notary Public,
Name of Notary Public, Title

personally appeared Michael C. Taylor
Name of Signer (1)

Name of Signer (2)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

ANA E. CHAVEZ PEREZ
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2286015
RIVERSIDE COUNTY
My Comm. Exp. April 22, 2023
Seal

OPTIONAL INFORMATION

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of _____,

containing _____ pages, and dated _____.

The signer(s) capacity or authority is/are as:

- ☐ Individual(s)
- ☐ Attorney-in-fact
- ☐ Corporate Officer(s) _____
  Title(s)
- ☐ Guardian/Conservator
- ☐ Partner - Limited/General
- ☐ Trustee(s)
- ☐ Other: _____

representing: _____
Name(s) of Person(s) Entity(ies) Signer is Representing

Additional Information

Method of Signer Identification

Proved to me on the basis of satisfactory evidence:

☐ form(s) of identification ☐ credible witness(es)

Notarial event is detailed in notary journal on:

Page # _____ Entry # _____

Notary contact: _____

Other

☐ Additional Signer ☐ Signer(s) Thumbprints(s)

☐ _____

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APPROVED BY
CITY OF BANNNG

DEC 01 2021

PUBLIC WORKS DEPT

Prepared By:	MDS Consulting
Date Prepared:	11/29/2021
Approved By:	
Date Approved:	
Tract No.:	Meadowline Way Water Interconnect Facility

City of Banning Engineering Division
Construction Cost Estimate for Bonding, Plan Check & Inspection Fees
(Subdivisions/Public Works/Commercial Projects)

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
PAVING, GRADING & DRAINAGE IMPROVEMENTS				
Mass Excavation Cut	CY	430	$ 0.95	$ 408.50
Mass Excavation Fill	CY	148	$ 0.95	$ 140.60
1-inch Gravel (3-inch thick) (772 SF)	Ton	14	$ 60.00	$ 840.00
Concrete Sidewalk (4-inch thick)	SF	250	$ 5.00	$ 1,250.00
8-inch PCC Concete	SF	176	$ 10.00	$ 1,760.00
Through Wall Drainage	Each	2	$ 100.00	$ 200.00
11" Aggregate Base Class II (14,907 SF)	Ton	987	$ 60.00	$ 59,220.00
2-inch x 4-inch Redwood Header	LF	1,420	$ 2.00	$ 2,840.00
Type 'D' AC Dike	LF	36	$ 10.00	$ 360.00
Cable Railing Fence	LF	16	$ 30.00	$ 480.00
Pipe Gate	Each	1	$ 1,000.00	$ 1,000.00
Deepened Concrete Sidewalk Edge	LF	22	$ 2.00	$ 44.00
2.33-foot Masonry Screen Wall w/3.67-foot Tubular Steel Fence	LF	146	$ 80.00	$ 11,680.00
2.33-foot Masonry Screen Wall w/5.67-foot Tubular Steel Fence	LF	20	$ 100.00	$ 2,000.00
Masonry Pilaster	Each	9	$ 500.00	$ 4,500.00
Cathodic Protectection Test Station	Each	5	$ 500.00	$ 2,500.00
4-inch Blowoff	Each	5	$ 2,500.00	$ 12,500.00
Adjust Water Valve to Grade	Each	5	$ 200.00	$ 1,000.00
2-inch Air & Vaccum Release Valve	Each	1	$ 6,000.00	$ 6,000.00
12-inch DIP Main w/ Poly Encasement & R.J.	LF	77	$ 80.00	$ 6,160.00
8-inch DIP Main w/ Poly Encasement & R.J.	LF	47	$ 60.00	$ 2,820.00
4-inch PVC SDR 26 Drain Pipe	LF	78	$ 40.00	$ 3,120.00
8-inch Fitting	Each	3	$ 250.00	$ 750.00
12-inch Fitting	Each	16	$ 500.00	$ 8,000.00
Remove Blind Flange & Join Water	Each	5	$ 500.00	$ 2,500.00
Water Tight Cap	Each	1	$ 100.00	$ 100.00
Drain Basin w/Infiltration Sock (X3)	Each	1	$ 20,000.00	$ 20,000.00
Pipe Bollards	Each	4	$ 500.00	$ 2,000.00
Construction Entrance	Each	1	$ 3,000.00	$ 3,000.00

Sandbags	LF	320	$ 1.50	$ 480.00
Hydroseed	LS	1	$ 500.00	$ 500.00

CITY OF BANNING

SUBDIVISION IMPROVEMENT AGREEMENT

* * * * * * SUBDIVISION REFERENCE DATA * * * * * *

[ ] FINAL TRACT MAP NO. **37389-1** ("Final Map" herein)

[ ] PARCEL MAP NO. _____("Parcel Map" herein)

NAME OR TRACT NUMBER OF SUBDIVISION ("Subdivision" herein): ATWELL – **37389-1**

NAME AND ADDRESS OF SUBDIVIDER(S): TRI POINTE HOMES, IE-SD
1250 CORONA POINTE CT, #600

CORONA, CA 92879

CITY COUNCIL RESOLUTION OF APPROVAL NO. _____ ("Resolution of Approval" herein)

DATE(S) THAT IMPROVEMENT PLANS WERE APPROVED BY THE CITY ENGINEER:
_____

IMPROVEMENT/PLAN NO.: _____
_____
_____
_____

ESTIMATED TOTAL COSTS:

IMPROVEMENTS	$	8,224,392.69
GRADING	$	_____
MONUMENTATION	$	14,835.00
TOTAL:	$	8,239,227.69

FORM OF IMPROVEMENT SECURITY:

[ ] AAA Corporate surety bonds

[ ] Deposit of money

NAME AND ADDRESS OF CORPORATE SURETY (if applicable):

The Continental Insurance Company
(Name of Corporate Entity)

2 Park Plaza, Suite 400
(Street Address)

Irvine, CA 92614
(City) (State) (Zip)

SURETY BOND NUMBERS (if applicable):

On-Site Non-Potable Highland Home Road Bond#30164657
Sewer Highland Home Road Bond#30164658
Off-Site Storm Drain Highland Home Road Bond#30164654
Off-Site Water Highland Home Road South of Meadowline Way Bond#30164655
Off-Site Street Highland Home Road Bond#30164656
On-Site Steet Meadowline Way Bond#30164661
On-Site Water Meadowline Way Bond#30164662
On-Site Non-Potable Meadowline Way Bond#30164659
On-Site Sewer Meadowline Way Bond#30164660
On-Site Non-Potable Fallwater Place Bond#30164651
On-Site Street Fallwater Place Bond#30164652
On-Site Water Fallwater Place Bond#30164653
On-Site Non-Potable Apex Street Bond#30164648
On-Site Street Apex Street Bond#30164649
On-Site Water Apex Street Bond#30164650
Off-Site Street Wilson Street Bond#30164663
37389-1 Monumentation Bond#30164665

EFFECTIVE DATE OF AGREEMENT:

_____
(to be inserted by City)

COMPLETION PERIOD: All public improvements (e.g. water, non-potable water, wastewater, streets, storm drain, etc.) of Tract Map No. 37398-1 shown on the approved plans for said tract map shall be completed within two years from the Effective Date of the Agreement.

* *

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SUBDIVISION IMPROVEMENT AGREEMENT

THIS SUBDIVISION IMPROVEMENT AGREEMENT ("Agreement") is made and entered into by and between the City of Banning, a municipal corporation ("City"), and the Subdivider whose name and address is set forth above in the Subdivision Reference Data.

RECITALS

A. Subdivider has presented to the City for approval and recordation a Final Map, identified above in the Subdivision Reference Data, of a proposed subdivision pursuant to the Subdivision Map Act of the State of California and the City's ordinances and regulations as such ordinances and regulations are vested under the development agreement recorded in the official records of the County of Riverside on July 17, 2012 as Document No. 2012-0332888 ("Development Agreement") relating to the filing, approval and recordation of subdivision maps (collectively referred to herein as the "Subdivision Laws").

B. A tentative map of the Subdivision was previously approved by City, subject to the Subdivision Laws and to the City's standard requirements as vested under the Development Agreement and conditions of approval contained in the City Council's Resolution of Approval, a copy of which is on file in the Office of the City Clerk and which is incorporated herein by this reference.

C. The Subdivision Laws establish, as a condition precedent to the approval of a Final Map, that the Subdivider comply with the City Council's Resolution of Approval and either (i) complete, in compliance with applicable City standards, all of the improvements and land development work required by the Subdivision Laws and the City Council's Resolution of Approval; or (ii) enter into a secured agreement with the City to complete the improvements and land development work within a period of time specified by the City.

D. In consideration of approval of the Final Map for the Subdivision by the City Council, Subdivider desires to enter into this Agreement whereby Subdivider promises to install and complete, at its sole expense, except as otherwise provided in a credit/reimbursement agreement as provided for in the Development Agreement, all public improvement work required by the City as set forth on the Improvement Plans (as defined below) for the proposed Subdivision. Subdivider has secured this Agreement by improvement security required by the Subdivision Laws and approved by the City. In any conflict between the terms in this Agreement and the Development Agreement, the Development Agreement shall be the controlling document.

E. Improvement Plans, and related specifications, numbered as designated above in the Subdivision Reference Data, for the construction, installation and completion of the Improvements identified in Schedule A hereto, have been prepared by the Subdivider, approved by the City Engineer, and are on file in the office of the City Engineer. Said Improvement Plans, and related specifications, subsequently modified by the mutual written agreement of the parties, are hereby referred to as the "Improvement Plans" and are incorporated herein by this reference.

Any improvement to be constructed pursuant to the Improvement Plan is hereby referred to individually as an "**Improvement**" and collectively as the "**Improvements**".

NOW, THEREFORE, in consideration of the approval and recordation by the City Council of the Final Map of the Subdivision, Subdivider and City agree as follows:

1. SUBDIVIDER'S OBLIGATION TO CONSTRUCT IMPROVEMENTS

A. Subdivider shall, at its sole expense, unless otherwise provided in a credit/reimbursement agreement as provided for in the Development Agreement, and in compliance with the provisions of the Subdivision Laws, the Improvement Plans, conditions of approval of the Tentative Map, and all applicable City standards and fees, and in a good and workmanlike fashion, furnish, construct, install and guarantee (as set forth in Section 3) the Improvements, Grading, and Monumentation described on the tentative map and in the City Council's Resolution of Approval relating thereto (collectively, the "Improvements").

B. To the extent necessary to construct the Improvements, as determined by the City Engineer, the Subdivider shall acquire and dedicate, or pay the reasonable, documented cost of acquisition by City of, all rights-of-way, easements and other interests in real property for the construction or installation of the Improvements, free and clear of all liens and encumbrances. If the Subdivider is unable to acquire such rights-of-way, easements and other interests in real property by negotiation, then Subdivider shall, within 120 days of Final Map approval, enter into a condemnation agreement with City pursuant to Government Code Section 66462.5, by which the City will commence the process for the acquisition of the rights-of-way, easements or other real property.

C. Subject to any time extensions granted in accordance with Section 4, Subdivider shall complete all Improvements within its respective "Completion Period" specified in the Subdivision Reference Data; provided, however, that if the City Engineer reasonably determines in good faith that accelerated construction of the Improvements is essential in order to protect the public health, welfare and safety, the City Engineer shall give Subdivider not less than fifteen (15) business days' prior written notice to commence or accelerate installation and construction of such Improvements, or any portion thereof. The notice shall be in writing, and shall describe the work to be done by Subdivider, the time within which the work will commence, the period within which the work will be completed and identify the reasons that such early commencement is essential in order to protect the public health, welfare and safety. All or any portions of said Improvements may be required to be constructed or completed at a specified time, providing the foregoing criteria is met. If the Subdivider objects to the commencement or acceleration of the Improvements as specified by the City Engineer, Subdivider may appeal the decision of the City Engineer to the City Council. Any such appeal shall be filed with the City Clerk within 10 days after receipt by Subdivider of the written notice from the City Engineer.

D. If the Improvements to be constructed by Subdivider include monumentation, such monumentation shall be installed not later than thirty (30) days after the City's acceptance of all other Improvements pursuant to Section 2. As used herein,

"monumentation" shall mean the setting of survey monuments and tie points in accordance with the Subdivision Laws, and the delivery to the City Engineer of tie notes for said points.

E. Subdivider shall , at its sole expense, unless otherwise provided in a credit/reimbursement agreement as provided for in the Development Agreement, replace or repair all public improvements, public utility facilities, and surveying or subdivision monuments which are destroyed or damaged as a result of any work performed by Subdivider under this Agreement during or after the Completion Period. Any such replacement or repair shall be subject to the approval of the City Engineer.

F. In addition to, and separate from, the indemnity obligations contained in Section 9 of this Agreement, and without limiting the City's remedies under general construction defect law, Subdivider shall be responsible for the care, repair and maintenance of the applicable portion of the Improvements until the latter of the following time periods: (i) the Improvements or applicable portion thereof is accepted in writing by the City; or (ii) the expiration of the required one-year guarantee and warranty period as specified herein; or (iii) the expiration of any applicable period of time requiring the care, repair and maintenance of the applicable Improvement specified in the Development Agreement (not including the term of any Development Agreement). Neither City, nor its officers, agents and employees, shall have any liability for any accident, loss or damage to the Improvements and that may result from the construction of the Improvements prior to their completion and written acceptance by the City

G. In addition to, and separate from: (1) the indemnity obligations contained in Section 7 of this Agreement, (2) the care, repair and maintenance provisions under paragraph E of this Section 1 of this Agreement; and (3) the warranty and guarantee provisions of Section 3 of this Agreement, Subdivider shall repair and correct, or be liable to the City for any cost to repair and correct, any defect in the construction of the Improvements that is identified by City within in accordance with general construction defect law ten (10) years after City's acceptance of the Improvement, provided the City provides written notice to Subdivider of the existence of the defect within that the time period under law, and the defect is caused directly or indirectly by the design, construction, functionality, installation, assembly or workmanship of Subdivider. Nothing contained in this paragraph is intended to limit or otherwise waive any right or cause of action under applicable construction defect law that City may assert against Subdivider.

H. Subdivider shall, at its sole expense, unless otherwise provided in a credit/reimbursement agreement as provided for in the Development Agreement, obtain all necessary permits and licenses for the construction and installation of the Improvements, give all necessary notices, and pay all applicable fees required by City ordinance or resolution and all taxes required by law.

I. Not less than seven (7) days prior to commencement of work on the Improvements, Subdivider shall give written notice to the City Engineer of the date fixed for such commencement of work in order that the City Engineer shall have adequate time to schedule all necessary inspections.

J. SUBDIVIDER shall pay all applicable City fees and costs stipulated in the latest fee resolution as adopted by the City Council from time to time as required for the development of the SUBDIVISION including but not limited to the following:

1. Building Permit Fees --- to be paid at the time of building permit issuance;

2. Final Map Plan Check Fees --- to be paid at time of submittal of final map for plan check and resubmittal of revised final map for plan check;

3. Final Map Moratorium Fees --- to be paid from cash deposit established at time of filing final map;

4. Plan Check and Review Fees --- to be paid from cash deposit established at time of filing improvement plans for plan check;

5. Encroachment Permit Fees --- to be paid at time of application for encroachment permit;

6. Inspection Fees --- to be paid from cash deposit established at time of construction permit issuance; and

7. Grading Permit Fee --- to be paid from cash deposit established at time of grading permit issuance.

K. Subdivider shall provide City with final Record Drawings of all plans developed for the Subdivision, showing all changes and as built conditions as specified in the Tentative Tract Map Conditions of Approval, and shall provide electronic image files of those final Record Drawings consistent with electronic image file size and type specifications of the City prior to the acceptance of improvements and release of bonds or other security.

2. INSPECTION OF WORK AND FINAL ACCEPTANCE

A. Subdivider shall at all times maintain proper facilities and safe access for inspection of the Improvements by the City Engineer and other City personnel and inspection consultants.

B. Upon completion of the work on all or any category of the Improvements, the Subdivider may request a final inspection by the City Engineer. Within forty-five (45) days of receipt of the written letter request, the City Engineer shall inspect the Improvements and provide written notice to Subdivider of the list of items which have been found to be incomplete and the list of items which have been found to be complete. If the City Engineer determines that all or any specified category of the Improvements have been completed in accordance with this Agreement and in compliance with the Improvement Plans and all applicable City standards, then the City Engineer shall acknowledge that determination in a report to the City Council. If the Improvements that are completed are to be dedicated to or owned by the City (Improvements within City right of way and property for public use), the City Engineer's determination shall be

submitted to the City Council for final acceptance by the City, unless such power to accept has been delegated by the City Council to the City Engineer or some other officer of the City, in which case the final acceptance shall be subject to the approval of that specified official. If the Improvements that are completed are to be dedicated to or owned by a public entity other than the City, the Subdivider's written request shall be submitted to the applicable public entity or other owner, for final acceptance. Subdivider shall bear all costs of inspection and determination of completeness in accordance with City's formally adopted and applicable fees and rates.

C. Acceptance of all or any specified category of the Improvements by the City Council shall be made upon recommendation and certification of the City Engineer following inspection of said Improvements pursuant to subparagraph B above. The City Council shall act upon the City Engineer's recommendation that such public Improvements have been completed unless such power to accept has been delegated by the City Council to the City Engineer or some other officer of the City, in which case the final acceptance shall be subject to the approval of that specified official. Acceptance by the City or by the governing body of the entity that is to accept dedication or ownership of the public improvements shall not constitute a waiver by the City or such other public entity of any defects in the public Improvements.

3. GUARANTEE AND WARRANTY OF THE IMPROVEMENTS

A. If, within a period of one year following acceptance by the City of the applicable Improvements specified in Schedule A, any Improvements or part of any Improvements specified in Section A furnished, installed or constructed by the Subdivider, or any of the work performed under this Agreement by Subdivider, fails to comply with any requirements of this Agreement, or the Subdivision Laws, or the Improvement Plans and related specifications, the Subdivider shall, without delay and without cost to the City, repair, replace or reconstruct any defective or otherwise unsatisfactory part or parts of the Improvements. Subdivider's obligations hereunder shall include the repair, replacement or reconstruction of all irrigation systems and all trees, shrubs, ground cover and landscaping for such one year.

B. Should the Subdivider fail or refuse to act promptly or in accordance with subparagraph A above, or should the exigencies of the situation require repair, replacement, or reconstruction to be undertaken before the Subdivider can be notified and can perform the necessary work, then the City may, in its discretion, make the necessary repairs or replacements or perform the necessary reconstruction and draw upon the Subdivider's improvement security to reimburse itself for the costs incurred. If the Subdivider's improvement security does not cover the total cost of such repair, replacement, or reconstruction, the Subdivider shall reimburse the City for any excess costs incurred.

C. The security furnished for the faithful performance of the Subdivider's obligation to construct and install the Improvements described herein shall include the Subdivider's liability and obligation hereunder to provide the one-year guarantee and warranty of the Improvements.

4. TIME EXTENSIONS

A. Upon a showing by the Subdivider of good cause therefor, the duration of the Completion Period for the Improvements (or any of them) may be extended by the City Engineer in writing. As used herein, "good cause" may include, without limitation, delay resulting from, arising out of or relating to an act of the City; acts of God or force majeure, strikes, boycotts or similar job actions by employees or labor organizations which prevent the conduct of the work; findings made by a governmental entity that the site of a particular Improvement is of archeological significance or requires further permitting and approval; and/or actions or failure to act of native American monitor(s); and, the order of any court.

B. A time extension may be granted without notice to any surety or sureties of the Subdivider and shall not affect the validity of this Agreement nor release the surety or sureties on any bond given as an improvement security pursuant to this Agreement.

C. As a condition of any time extension provided for herein, the City Engineer, may require the Subdivider to furnish new or modified improvement security guaranteeing performance of this Agreement, as extended, in an increased amount as necessary to compensate for any projected increase in the Estimated Total Cost of Improvements, as determined by the City Engineer.

5. IMPROVEMENT SECURITY

A. Prior to City's execution of this Agreement, Subdivider shall provide as security to the City:

1. For Performance and Guarantee: Security in an amount equal to one hundred percent (100%) of the Estimated Total Cost of the Improvements, excluding Grading, as set forth above in the Subdivision Reference Data. The security shall be issued by a bonding company licensed to issue bonds in the State of California and having a Best rating of AAA or better. With this security, the form of which shall be subject to City Attorney's prior approval, the Subdivider assures faithful performance under this Agreement and guarantees the Improvements for one year after the completion and acceptance of the applicable portion of such Improvements, against any defective workmanship or materials or any unsatisfactory performance, pursuant to Section 3 hereof.

2. For Payment: Security in an amount equal to one hundred percent (100%) of the Estimated Total Cost of the Improvements, excluding Grading, as set forth above in the Subdivision Reference Data. The security shall be issued by a bonding company licensed to issue bonds in the State of California and having a Best rating of AAA or better. With this security, the form of which shall be subject to City Attorney's prior approval, the Subdivider guarantees payment to contractors, subcontractors, and persons renting equipment or furnishing labor or materials to them or to the Subdivider.

B. If the improvement security is a corporate surety bond and, in the opinion of the City, any surety or sureties thereon become insufficient, because (i) the surety becomes

insolvent; (ii) the surety's bond rating is downgraded; (iii) the surety declares bankruptcy; or (iv) the surety is no longer deemed to be an admitted surety in California by the California Department of Insurance, or (v) the form of the surety or the amount is found by City to be in error or materially insufficient, the Subdivider shall renew or replace any such surety bond with good and sufficient surety or sureties within thirty (30) days after receiving from City written demand therefor.

C. The amount of security for performance, payment and warranty obligations provided by this section shall not include the cost of monumentation, as required by Government Code Section 66497 so long as a separate cash deposit or security acceptable to the City Engineer for the estimated cost of monumentation has been submitted to the City.

D. Improvement security consisting of corporate surety bonds, in a form accepted by the City Attorney, shall be filed with the City Engineer and then kept on file with the City Clerk. If a corporate surety bond is replaced by another approved bond, the replacement shall be submitted to the City Engineer and, upon filing with the City Clerk, shall be deemed to have been made a part of and incorporated into this Agreement. Upon submission to the City Engineer and then filing with the City Clerk of a replacement bond, the former improvement security shall be released following written approval of the City Engineer.

E. Modifications of the Improvement Plans and related specifications, and modifications of the Improvements, not exceeding ten percent (10%) of the original Estimated Total Cost of the Improvements, shall not relieve or release any improvement security furnished by Subdivider pursuant to this Agreement. If any such modifications exceed ten percent (10%) of the Estimated Total Cost of the Improvements, Subdivider shall furnish additional improvement security for performance and guarantee, and for payment, as required by subparagraph A above, for one hundred percent (100%) of the revised Estimated Total Cost of the Improvements.

F. Subject to any time extensions granted in accordance with Section 4 herein, the Subdivider shall be in default if the Subdivider has not completed all improvements within two years from the Execution Date of the Agreement and has not repaired any defects in the completed Improvements within the one-year guarantee and warranty period.

Alternatively, in the event of a default by the Subdivider pursuant to Section 10, and after written notice to Subdivider and reasonable opportunity to cure, City, at its sole option, shall have the right, without limiting any other rights and/or remedies available to City at law or in equity, to draw upon or utilize the improvement security furnished herewith to construct and install the Improvements itself. If City exercises this right, the release of any unused portion of such improvement security shall be in accordance with the procedures outlined in Section 6 herein, including any retention necessary for the one-year guarantee period.

6. REDUCTION OR RELEASE OF IMPROVEMENT SECURITY

A. All public Improvements (Improvements that are to be owned or dedicated to the City or other public entity as distinguished from those owned by a private community

association) shall be first completed, deemed completed by the City Engineer and then accepted as complete by the City prior to release of sureties. All private Improvements (Improvements that are to be owned by a private community association and not dedicated or owned by the City or other public entity) shall be first completed and then accepted as complete in writing by the City Engineer.

B. Partial releases or reductions in the Subdivider's improvement (performance) security may be authorized prior to the City's acceptance of all Improvements required hereunder, as follows:

1. At the time that the Subdivider believes that the obligation to perform the work for which security was required is complete, the Subdivider may notify the City in writing of the completed work, including a list of work completed. Upon receipt of the written notice, the City shall review and comment or approve the completion of the required work within forty-five (45) days. If the City does not agree that all work has been completed in accordance with the plans and specifications for the Improvements, it shall supply a list of all remaining work to be completed within this 45-day period.

2. Within forty-five (45) days of receipt of the list of remaining work from the local agency, the Subdivider may then provide cost estimates for all remaining work for review and approval by the City. Upon receipt of the cost estimates, the City shall then have forty-five (45) days to review, comment, and approve, modify, or disapprove those cost estimates. The City shall not be required to engage in this process of partial release more than once between the start of work and completion and acceptance of all work; however, nothing in this section prohibits the City from allowing for multiple and phased partial releases as it otherwise deems appropriate.

3. If the City approves the cost estimate, the City shall release all performance security except for security in an amount up to two hundred percent (200%) of the cost estimate of the remaining work. The process allowing for a partial release of performance security shall occur when the cost estimate of the remaining work does not exceed twenty percent (20%) of the total original performance security unless the City allows for a release at an earlier time. Substitute bonds or other security may be used as a replacement for the performance security, subject to the approval of the City. If substitute bonds or other security is used as a replacement for the performance security released, the release shall not be effective unless and until the City receives and approves that form of replacement security. A reduction in the performance security, authorized under this section, is not, and shall not be deemed to be, an acceptance by the City of the completed improvements in and of itself, and the risk of loss or damage to the Improvements and the obligation to maintain the Improvements shall remain the sole responsibility of the Subdivider until the applicable required public Improvements have been accepted by the City in writing and all other required improvements have been fully completed in accordance with the plans and specifications for the improvements.

4. The Subdivider shall complete the works of Improvement until all remaining items are accepted by the City.

5. Upon the completion of the Improvements, the Subdivider, or his or her assigns, shall be notified in writing by the City within forty-five (45) days.

6. Within sixty (60) days of the issuance of the notification by the City Engineer, any remaining performance security, except ten percent (10%) of the original amount of the security to guarantee and warrant the Improvements for the one-year guarantee and warranty period, shall be released within sixty (60) days of the issuance of the written statement of completion.

C. Security securing the payment to the contractor, his or her subcontractors and to persons furnishing labor, materials or equipment shall, after passage of the time within which claims of lien are required to be recorded pursuant to Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the Civil Code and after acceptance of the work, be reduced to an amount equal to the total claimed by all stop notice claimants for whom stop notices have been filed with the City, and if no claims have been filed, the security shall be released in full.

D. The partial release provisions of this Section 6 shall not apply to any required guarantee and warranty period required by Section 66499.9 for the guarantee or warranty nor to the amount of the security deemed necessary by the local agency for the guarantee and warranty period nor to costs and reasonable expenses and fees, including reasonable attorneys' fees. Security furnished to guarantee and warrant the Improvements against any defective work or labor done or defective materials furnished, shall be released within thirty (30) days after the completion of the one-year period following completion and acceptance of all Improvements.

E. If Subdivider's obligations relating to any Improvements are subject to the approval of another governmental agency, the City shall not release the improvement (performance) security therefor until the obligations are performed to the satisfaction of such other governmental agency. Such agency shall have sixty (60) days after receipt of written notice from the Subdivider of the Subdivider's performance of the obligation to register its satisfaction or dissatisfaction. If at the end of that period it has not registered its satisfaction or dissatisfaction, it shall be conclusively deemed that the Subdivider's performance of the obligation was done to its satisfaction, and such improvement security shall be promptly released.

F. In the event the time periods for action by the City specified in this Section conflict with a shorter or longer time period for such actions as provided in Government Code Section 66499.7, the time periods in Government Code Section 66499.7 shall control.

7. INDEMNIFICATION OF CITY BY SUBDIVIDER

A. Neither the City, nor its officers, agents and employees, shall be liable or responsible for any accident, injury, loss or damage to either property or person attributable to or arising out of the defective design, construction, functionality, installation assembly or improper

maintenance including, without limitation, the use of defective methods, materials or workmanship (collectively "Subdivider's Faults") of the Improvements by Subdivider, its officers, employees and agents. Subdivider shall indemnify, hold harmless and defend the City, its officers, agents and employees, from and against any and all losses, claims, costs, expenses, liabilities, damages, actions, causes of action and judgments, including attorneys' fees, arising directly or indirectly out of or attributable to Subdivider's Faults.

B. Subdivider's obligations under this Section 7 are not conditioned or dependent upon whether the City, or its officers, agents and employees, prepared, supplied or reviewed any Improvement Plans or related specifications in connection with the Subdivision or the Improvements, or has insurance or other indemnification covering any of these matters.

C. Subdivider's obligation to indemnify, hold harmless and defend the City under this Section 7 shall extend to injuries to persons and damages to or alleged taking of property resulting from the Subdivider's Faults, and the Improvements required herein, and shall likewise extend to claims asserted by adjacent property owners based upon the diversion of waters caused by the Subdivider's defective design or defective construction of public drainage systems, streets, and other public facilities or improvements. Except for a City Directive as defined below, the City's acceptance of the Improvements shall not constitute an assumption by the City of any responsibility or liability for any damage or alleged taking of property referenced herein. City shall not be responsible or liable for the design or construction of the Subdivision or the Improvements constructed or installed pursuant to the approved Improvement Plans or the Final Map, regardless of any act or omission by the City in approving the Improvement Plans or the Final Map, unless the particular Improvement design was required by the City over the written objection of the Subdivider, which objection stated that the Improvement design was potentially dangerous or defective and set forth an alternative design (a "City Directive"). After City's acceptance of the Improvements, the Subdivider shall remain obligated to correct or eliminate all dangerous conditions created by defects in design, construction or Subdivider's Faults (other than those required by a City Directive); provided, however, that Subdivider shall not be responsible for routine maintenance as specified in Section 1(F) of this Agreement. Subdivider's indemnity obligations hereunder shall remain in effect for ten (10) years following acceptance of the respective Improvement(s) by the City Council. Subdivider acknowledges and agrees that Subdivider shall be responsible and liable for the Subdivider's Faults with respect to the Improvements and other work done pursuant to this Agreement, unless same is due to a City Directive. City shall not be liable for any acts or omissions in approving, reviewing, checking, correcting or modifying any Improvement Plans or related specifications, or in inspecting, reviewing or approving any work or construction of Improvements, unless same is due to a City Directive. The Subdivider's improvement security shall not be required to secure the Subdivider's obligations under this subparagraph C beyond the one-year guarantee and warranty period, unless the City Engineer provides notice to Subdivider prior to the expiration of the one-year period of the existence of, or continued existence of, defects in the improvements, in which case the portion of the improvement security to guarantee and warranty the improvements against defective work shall not be released and shall remain in place until the City Engineer provides written confirmation that the defects have been cured and corrected. The indemnity shall be effective retroactively to the earliest recordation date of the Final Map.

D. Subdivider shall pay and satisfy any judgment, award or decree that may be rendered against City, its officers, officials, employees, agents, representatives and volunteers (collectively hereinafter "City and City Personnel") to the extent of the indemnity provided above, in any such suit, action, or other legal proceeding, provided City gives Subdivider prompt written notice of such claim and allows Subdivider to undertake the defense thereof, and provided further that City cooperates in any such suit, action, or other legal proceeding, but shall retain its right to reject a settlement that the City deems, in its sole and absolute discretion, to be contrary to the interests of the City.

E. Subdivider's obligation to indemnify shall not be restricted to Insurance proceeds, if any, received by the City and City Personnel.

F. Subdivider, on behalf of itself and all parties claiming under or through it, hereby waives all rights of subrogation and contribution against City and City Personnel to the extent of the indemnity above provided.

8. INSURANCE

The following coverages will be provided by Subdivider and maintained on behalf of City and in accordance with the requirements set forth herein. If Subdivider performs construction activities through a general contractor, some or all of these insurance requirements for the period of construction may be satisfied by the general contractor's insurance coverages. In such case, Subdivider shall maintain during this same construction period, and after the construction period, the coverages shown below as "Insurance After Construction." In addition, Subdivider may elect to obtain, for all or any portion of the Project, an "Owner-Controlled Wrap Up" insurance policy in satisfaction of the insurance requirements for general contractors and subcontractors provided it satisfies all of the insurance requirements below for general contractors and subcontractors. Throughout these specifications, the word "Subdivider" refers to the Party responsible to provide the coverages as specified and, depending on context, may refer either to Subdivider or to a separate General Contractor.

A. Insurance During Construction. Subdivider shall provide the following insurance during construction of the Improvements. Insurance requirements may be met through insurance provided by Subdivider's General Contractor:

1. Commercial General Liability Insurance. Commercial General Liability Insurance (primary) shall be provided on ISO-CGL Form No. CG 00 01 or equivalent coverage, including provisions for defense of additional insureds. Policy limits shall be no less than two million dollars ($2,000,000) per occurrence for all coverages and five million dollars ($5,000,000) general aggregate. City and its officers, employees and agents shall be added as additional insureds using ISO Form CG 20 10 11 85 or other revision of the CG 20 10 form if available from the insurer and reasonably acceptable to the City, not limiting coverage for the additional insured to "ongoing operations" or in any way excluding coverage for completed operations. Coverage shall apply on a primary non-contributing basis in relation to any other insurance or self-insurance, primary or excess, available to City or any officer, employee or agent of City.

Coverage shall not be limited to the vicarious liability or supervisory role of any additional insured. Coverage shall contain no contractors' limitation or other endorsement limiting the scope of coverage for liability arising from pollution, explosion, collapse, or underground property damage.

2. Umbrella Liability Insurance. Umbrella Liability Insurance (or, at Subdivider's election, Excess Liability Insurance) (over primary) shall apply to bodily injury/property damage, personal injury/advertising injury, at a minimum. Coverage shall be at least as broad as any underlying coverage. Coverage shall be provided on a "pay on behalf" basis. There shall be no cross liability exclusion and no contractor's limitation endorsement. Policy limits shall be not less than five million dollars ($5,000,000) per occurrence and in the aggregate, including any limits required in the underlying policies. The policy shall have a starting date no later than and an ending date no earlier than those of the underlying coverages. The Named Insured (Subdivider or General Contractor as appropriate) may determine the layering of primary and excess liability insurance provided that if such layering differs from that described here, the actual coverage program meets the minimum total required limits and complies with all other requirements listed here.

3. Business Auto Coverage. Business Auto Coverage shall be written on ISO Business Auto Coverage Form CA 00 01 or the equivalent, including symbol (1) (any Auto). If Subdivider (or Contractor) does not own any vehicles, this requirement may be satisfied by a non-owned vehicle endorsement to the general and umbrella liability policies. Limits shall be no less than one million dollars ($1,000,000) per accident. This policy shall be scheduled as underlying insurance to the umbrella policy required above for a total limit of no less than five million dollars ($5,000,000) each accident.

4. Workers' Compensation/Employer's Liability. Workers' Compensation/Employer's Liability shall provide workers' compensation statutory benefits as required by law. Employer's liability limits shall be no less than one million dollars ($1,000,000) per accident or disease. Employer's liability coverage shall be scheduled under the umbrella or excess liability policy described above. This policy shall be endorsed to waive any right of subrogation with respect to City, its officers, employees or agents.

5. Builder's Risk Insurance. Builder's Risk Insurance covering all real and personal property for "all risks" of loss or "comprehensive perils" coverage including but not limited to the perils of earth movement, including earthquake (if required by Subdivider's lender or if available at commercially reasonable rates) and flood for all Improvements.

B. Insurance After Construction. Upon completion of construction of the Improvements, and for the required one-year guarantee and warranty period for Improvements and the required 10-year indemnification period, Subdivider at Subdivider's expense shall maintain or cause to be maintained the following insurance:

1. Commercial Property Insurance. Commercial Property Insurance covering the Improvements. Coverage shall be at least as broad as the Insurance Services Offices broad causes of loss form CP 10 20, and reasonably approved of in writing by the City. Coverage shall be sufficient to insure 100% of the replacement value and there shall be no coinsurance provisions. The policy shall include an inflation guard endorsement, 100% rents coverage, contents coverage, coverage for personal property of others, ordinance or law and increased cost of construction coverage. Subdivider also agrees to provide builder's all-risk insurance using an inland marine form during the period of any major alteration or improvement, using the broadest form available.

The insurance coverage for the peril of earthquake required for this project is subject to availability on the open market at commercially reasonable premium cost, as determined by mutual agreement between Subdivider and City. If such earthquake insurance coverage should, after diligent effort by Subdivider, be unobtainable at such mutually determined commercially reasonable premium cost, then Subdivider shall obtain the maximum insurance reasonably obtainable at commercially reasonable premium cost (if any) and give notice to City of the extent of Subdivider's inability to obtain, in full, the required insurance, and in such event, Subdivider's obligation to procure and maintain such insurance may be excused, subject to City's verification of inability to obtain the required insurance. Subdivider and City agree that a premium cost of earthquake insurance coverage of up to 150% of the premium cost paid by Subdivider for such coverage on the Effective Date (to be adjusted over time based on the Consumer Price Index,) shall constitute a commercially reasonable premium cost. Non-availability at commercially reasonable premium cost must be documented by a letter from Subdivider's insurance broker or agent indicating a good faith effort to place the required insurance and showing, at a minimum, the names of the insurance carriers and the declinations or quotations received from each.

2. Commercial General Liability Insurance. Commercial General Liability Insurance (primary) shall be provided on ISO-CGL form No. CG 00 01 or equivalent coverage, including provisions for defense of additional insureds. Policy limits shall be no less than two million dollars ($2,000,000) per occurrence for all coverages and five million dollars ($5,000,000) general aggregate. City and its officers, employees and agents shall be added as additional insureds using ISO form CG 20 10 or equivalent if available from the insurer and reasonably acceptable to the City. Coverage shall apply on a primary non-contributing basis in relation to any other insurance or self-insurance, primary or excess, available to City or any officer, employee or agent of City until the warranty period specified in this Agreement expires.

3. Umbrella Liability Insurance. Umbrella Liability Insurance (or, at Subdivider's election, Excess Liability Insurance) (over primary) shall apply to bodily injury/property damage, personal injury/advertising injury, at a minimum. Coverage shall be at least as broad as any underlying coverage. Coverage shall be provided on a "pay on behalf" basis. There shall be no cross liability exclusion. Policy limits shall be not less than five million dollars ($5,000,000) per occurrence and in the aggregate, including any limits required in the underlying policies. The policy shall have a starting

date no later than and an ending date no earlier than those of the underlying coverages. Subdivider may determine the layering of primary and excess liability insurance provided that if such layering differs from that described here, the actual coverage program meets the minimum total required limits.

4. Workers Compensation Insurance. Workers' Compensation/Employer's Liability shall provide workers' compensation statutory benefits as required by law. Employer's liability limits shall be no less than one million dollars per accident or disease. Employer's liability coverage shall be scheduled under any umbrella or excess liability policy described above. Unless otherwise agreed, this policy shall be endorsed to waive any right of subrogation as respects City, its employees or agents.

5. Business Auto Coverage. Business Auto Coverage for vehicles owned, operated or maintained in any way connected with the project, shall be written on ISO Business Auto Coverage form CA 00 01 or the equivalent, including symbol (1) (any Auto). If Subdivider (or Contractor) does not own any vehicles, this requirement may be satisfied by a non-owned vehicle endorsement to the general and umbrella liability policies. Limits shall be no less than one million dollars ($1,000,000) per accident. This policy shall be scheduled as underlying insurance to the umbrella or excess liability policy required above for a total limit of no less than five million dollars ($5,000,000) each accident.

C. Provisions Pertaining to Insurance Provided by Subdivider

1. All insurance coverage and limits provided pursuant to this Agreement shall apply to the full extent of the policies involved, available or applicable. Nothing contained in this Agreement or any other agreement relating to City or its operations limits the application of such insurance coverage.

2. Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only and is not intended by any Party to be all inclusive, or to the exclusion of other coverage, or a waiver of any type.

3. All general or auto liability insurance coverage provided pursuant to this Agreement, or any other agreements pertaining to the performance of this Agreement, shall not prohibit Subdivider, and Subdivider's employees, or agents, from waiving the right of subrogation prior to a loss. Subdivider waives its right of subrogation against City.

4. None of the policies required herein shall be in compliance with these requirements if they include any limiting endorsement that has not been first submitted to City and approved in writing by the City.

5. Unless otherwise approved by City, Subdivider's insurance and insurance provided by any contractor or subcontractor relating to the construction of the Improvements shall be written by insurers authorized to do business in the State of California and with a minimum "Best's" Insurance Guide rating of at least "A-:VII." Self-insurance will not comply with these insurance specifications unless expressly approved in writing by the City.

6. In the event any policy of insurance required under this Agreement does not comply with these requirements and Subdivider does not cure the non-compliance within thirty (30) days after written notice from City (or Subdivider does not provide reasonable evidence of such cure within such period), or if the insurance is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any reasonable premium paid by City will be promptly reimbursed by Subdivider.

7. Subdivider agrees to provide evidence of the insurance required herein, satisfactory to City, consisting of certificate(s) of insurance evidencing all of the coverages required and an additional insured endorsement to Subdivider's general liability and umbrella liability policies using ISO Form CG 20 10 11 85. Certificate(s) are to reflect that the insurer will provide 30 days' notice of any cancellation of coverage and policies are to have a "cancellation endorsement" to the same effect. Subdivider agrees to provide copies of any endorsements modifying coverage in any way upon request from City.

8. Subdivider shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage.

9. Any actual or alleged failure on the part of City or any other additional insured under these requirements to obtain proof of insurance required under this Agreement in no way waives any right or remedy of City or any additional insured, in this or any other regard.

10. Subdivider agrees to require all subcontractors or other parties (but not including a general contractor) hired for this project to construct the Improvements to purchase and maintain insurance for general liability (minimum limit $1,000,000 per occurrence), automobile liability ($1,000,000 per accident) and workers' compensation (statutory benefits). Prior to the issuance of the Certificate of Completion for each Phase, Subdivider shall, upon request by City, provide the City with copies of all insurance policies, certificates and endorsements related to such Phase.

11. Subdivider agrees to monitor and review all coverage required by this Section and assumes all responsibility for ensuring that such coverage is provided as required here. Subdivider agrees to obtain certificates evidencing such coverage. Subdivider agrees that upon request, all agreements with subcontractors or others with whom Subdivider contracts with on behalf of City, and all certificates of insurance

obtained in compliance with this paragraph will be submitted to City for review upon request by City. Failure of City to request copies of such documents will not impose any liability on City, or its employees.

12. Subdivider agrees to require that no contract used by any general contractor or subcontractor in connection with construction of the Improvements, or contracts Subdivider enters into on behalf of City, will reserve the right to charge back to City the cost of insurance required by this Agreement.

13. Where appropriate (such as in the case of automobile insurance coverages), coverage will not be limited to the specific location designated as the Property.

14. Subdivider agrees to provide notice to City of any claim or loss against Subdivider that includes City as a defendant promptly after Subdivider receives written notice or obtains knowledge thereof. City assumes no obligation or liability by such notice, but has the right (but not the duty) to monitor the handling of any such claim or claims if they are likely to involve City. City agrees to provide similar notice to Subdivider of any such claims it is notified of respecting the Property.

15. Subdivider agrees not to attempt to avoid its defense and indemnity obligations to City, and its officers, employees, agents by using as a defense Subdivider's statutory immunity under workers' compensation and similar statutes.

16. Subdivider agrees to ensure that coverage provided to meet these requirements is applicable separately to each insured and that there will be no cross liability exclusions that preclude coverage for suits between Subdivider and City or between City and any other insured or Named Insured under the policy, or between City and any Party associated with City or its employees.

17. If Subdivider or any contractor or subcontractor is a Limited Liability Company, general liability coverage must apply so that the Limited Liability Company and its Managers, Members, Affiliates, and their employees are insureds.

18. Subdivider shall require General Contractor to maintain commercial general liability, and if necessary, commercial umbrella liability insurance with a limit of not less than $15,000,000 for each occurrence, until the warranty period specified in this Agreement expires.

19. Subdivider agrees to obtain and provide to City evidence of professional liability coverage for Architects, Engineers or other design professionals working on the Improvements. The limit of liability required is subject to City approval, but in no event to be less than $1,000,000 per claim and in the aggregate, and Subdivider shall use reasonable efforts to require and cause such professionals to maintain coverage with respect to each occurrence for at least three years following substantial completion of the work and, in the event Subdivider is unable to do so, Subdivider shall promptly inform the City of the scope of such efforts and the reasons that it was unable to do so. If

Subdivider requests that the City approve a lower limit for any particular design professional Subdivider seeks to employ on the Improvements, City will evaluate each such request based on City's perception of liability exposure associated with the work that would be performed by that design professional.

20. To the extent a particular coverage or policy form or specification is not reasonably available from Subdivider's insurer or would result in an additional premium that is extraordinary or unreasonably disproportionate to the premium for the policy as a whole, then Subdivider shall provide substantially similar coverage reasonably acceptable to City for which the cost is not extraordinary or unreasonably disproportionate.

9. OWNERSHIP OF THE IMPROVEMENTS

A. Ownership of all or any category of the Improvements constructed and installed by the Subdivider pursuant to this Agreement and shown on the Map to be dedicated to the public shall vest, as applicable, in the City (or other specified governmental agency) upon acceptance of said Improvements by the City. The acceptance of the Improvements shall either be shown by a certificate on the Final Map or by subsequent resolution accepting the Improvements adopted by the City pursuant to Government Code Section 66477.2 and recorded with the County Recorder or by other writing.

B. The Subdivider shall at all times prior to the acceptance of the Improvements by the City, give good and adequate warning to the public of each and every dangerous and defective condition caused by the construction of the Improvements and shall take all steps reasonably necessary to protect the public from such dangerous or defective conditions. The Subdivider agrees and understands that until acceptance of the Improvements by the City in writing, each Improvement and Improvement area that is offered for dedication shall be under the charge of the Subdivider, and the Subdivider may close all or a portion of any street or area whenever necessary to protect the public during the construction of the Improvements.

10. PREPARATION AND RECORDATION OF CC&RS.

A. The Subdivider shall establish a Homeowners Association for the residential areas of the Final Map owned by Subdivider, and to pay all costs associated with the creation of the associations.

B. The Subdivider shall prepare and record Covenants, Conditions, and Restrictions (CC&Rs) which obligate each homeowners association to provide for maintenance of the shared facilities, improvements, and landscaping within the boundaries of the associations in perpetuity in accordance with the Development Agreement and conditions of approval. The CC&Rs shall describe the homeowners association and the City's responsibilities and rights, and shall be subject to the approval of the City prior to recordation.

C. The Subdivider shall implement applicable provisions of the Mitigation Monitoring and Reporting Program.

11. DEFAULT AND BREACH BY THE SUBDIVIDER AND REMEDIES OF THE CITY

A. Upon the occurrence of any of the following events, the Subdivider shall be deemed to be in default under this Agreement:

1. Subject to any time extensions granted in accordance with Section 4, failure to complete construction and installation of the Improvements or any of them by the completion date set forth above in the Subdivision Reference Data;

2. Failure to promptly correct or cure any defect in the Improvements or any of them (other than a City Directive) during the one-year guarantee and warranty period as required by Section 3.A or failure to commence correction or cure of any such defect or failure to diligently prosecute same to completion, in each instance following receipt by Subdivider of written notice that such defect exists;

3. Subject to any time extensions granted in accordance with Section 4, failure to perform substantial construction work of the Improvements or any of them, after commencement of work on same, for a period of thirty (30) days after Subdivider's receipt of written notice thereof from the City;

4. Insolvency, appointment of a receiver, or the filing of any petition in bankruptcy, whether voluntary or involuntary, and such is not cured or discharged within a period of thirty (30) days;

5. Commencement of a foreclosure action against the Subdivision or any portion thereof, or any conveyance by the Subdivider in lieu or in avoidance of foreclosure, within thirty (30) days after receipt by Subdivider of written notice thereof from the City; or

6. Failure to perform any other obligations in accordance with the terms and provisions of this Agreement within thirty (30) days after receipt by Subdivider of written notice thereof from the City.

B. City reserves to itself all remedies available to it at law or in equity for any breach of Subdivider's obligations under this Agreement. City shall have the right, without limitation of other rights or remedies, after written notice to Subdivider and a reasonable opportunity for Subdivider to cure any such alleged default, to draw upon or utilize any improvement security furnished hereunder to complete the Improvements or otherwise mitigate City's damages in the event of Subdivider's default.

C. Following Subdivider's receipt of written notice of alleged default and failure by Subdivider to promptly commence the cure of any alleged default and to diligently prosecute such cure to completion, the City may serve written notice of any such default upon the surety on any corporate surety bond furnished as improvement security hereunder, and request that said surety take over and complete the Improvements herein specified. If such surety, within thirty (30) days after service of such notice of default, does not give the City

written notice of its intention to perform this Agreement, or does not commence such performance within thirty (30) days after notice to the City of such intention to perform, the City may take over the work and prosecute the same to completion, by contract or by any other method the City deems advisable, for the account and at the expense of the Subdivider and its surety.

D. Subdivider acknowledges that the Estimated Total Costs and Improvement Security amounts set forth herein may not reflect the actual cost of construction or installation of the Improvements, and, consequently, City's damages for Subdivider's default shall be measured by the actual cost of completing the required Improvements. If the damages incurred by the City in taking over and completing the Improvements exceeds the principal amount of the improvement security, then the Subdivider shall reimburse the City in the amount of such excess damages.

E. Following Subdivider's receipt of written notice of alleged default and failure by Subdivider to promptly commence the cure of any alleged default and to diligently prosecute such cure to completion, City may, without liability for so doing, take possession of, and utilize in completing the Improvements, such materials, appliances, plant and other property belonging to Subdivider as may be on the site of the work and necessary for the performance of the work. Subdivider hereby consents to such entry by the City and its representatives, including contractors, following written notice to Subdivider upon the real property in the Subdivision owned by Subdivider and necessary for City to enter or access under this Agreement, in the event the City elects to maintain or complete the work on the Improvements following Subdivider's default.

F. Subdivider acknowledges and agrees that approval of the Final Map for the Subdivision conferred substantial rights upon the Subdivider, including the right to sell, lease or finance lots within the Subdivision, and that such approval constitutes the final act necessary to permit the division of land within the Subdivision. As a result, City will be damaged to the extent of the cost of construction or installation of the Improvements upon Subdivider's failure to perform its obligations under this Agreement, which failure is not promptly remedied by sureties or by Subdivider.

G. The City's failure to take an enforcement action with respect to a default, or to declare a default or breach, shall not be construed as a waiver of that default or breach or any subsequent default or breach of the Subdivider.

H. If City sues to compel Subdivider's performance of this Agreement, or to recover damages or costs incurred in completing or maintaining the work on the Improvements, and is the prevailing party, Subdivider agrees to pay all reasonable attorneys' fees and other costs and expenses of litigation incurred by the City in connection therewith, even if Subdivider subsequently resumes and completes the work.

12. RELATIONSHIP OF THE PARTIES

Neither Subdivider, nor any of Subdivider's contractors, employees or agents, are or shall be deemed to be, agents of the City in connection with the performance of Subdivider's obligations under this Agreement.

13. ASSIGNMENT

A. Subdivider shall not assign this Agreement, or any portion thereof without the prior written consent of the City in accordance with the Development Agreement. Any attempted or purported assignment in violation of this subparagraph A shall be null and void and shall have no force or effect.

B. The sale or other disposition of the Subdivision shall not relieve Subdivider of its obligations hereunder. If Subdivider intends to sell the Subdivision, or any portion thereof (except for the sale of individual lots with homes to individual purchasers), to any other person or entity, the Subdivider may request an assignment or novation of this Agreement and a substitution of improvement security. Upon the City's approval of the assignment or novation and substitution of improvement security, the Subdivider may request a release or reduction of the improvement security furnished pursuant to this Agreement.

14. NOTICES

All notices required or provided for in this Agreement shall be in writing and delivered in person or by mail, postage prepaid, and addressed as follows:

If to the City:	Art Vela Director of Public Works/City Engineer City of Banning 99 E. Ramsey Drive Banning, California 92220
If to the Subdivider:	To the address set forth above in the Subdivision Reference Data, or to such other address as may subsequently be designated in written notice to the City.

Notice shall be effective on the date that it is delivered in person, or, if mailed, three (3) days after the date of deposit in the United States Mail.

15. ENTIRE AGREEMENT

This Agreement constitutes the entire agreement of the parties with respect to its subject matter. All modifications, amendments, or waivers of any terms of this Agreement shall be in writing and signed by the duly authorized representatives of the parties. In the case of the City, the duly authorized representative, unless otherwise specified herein, shall be the City Engineer.

16. SEVERABILITY

The provisions of this Agreement are severable. If any portion of this Agreement is held invalid by a court of competent jurisdiction, the remainder of the Agreement shall remain in full force and effect.

17. INCORPORATION OF SUBDIVISION REFERENCE DATA AND RECITALS

The Subdivision Reference Data and the Recitals are incorporated into this Agreement.

18. GOVERNING LAW

This Agreement shall be governed by the laws of the State of California.

19. EFFECTIVE DATE OF THE AGREEMENT

This Agreement shall be and become effective as of the date that it is executed by a duly authorized officer or employee of the City, it being the intention of the parties that the Subdivider shall first execute this Agreement and thereafter submit it to the City. The City shall insert the effective date in the Subdivision Reference Data in all counterparts of this Agreement and shall transmit a fully executed counterpart to the Subdivider.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective officers, thereunto duly authorized, as of the dates set forth below their respective signatures.

[Note: All signatures must be acknowledged by a notary public and the acknowledgement must be attached. If signed by a Corporation, the signatures of two Corporate officers are required, unless a resolution of the Corporation's Board of Directors is provided indicating that the signature of the one signatory is sufficient to bind the Corporation.]

SUBDIVIDER

By: _____

Print Name: Michael C. Taylor

Title: Division President

Date: June 16, 2022

CITY

CITY OF BANNING

_____

MAYOR

ATTEST:

_____ (SEAL)

California All-Purpose Certificate of Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Riverside } s.s.

On June 16, 2022 before me, Ana E. Chavez Perez, Notary Public,
Name of Notary Public, Title

personally appeared Michael C. Taylor
Name of Signer (1)

Name of Signer (2)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

ANA E. CHAVEZ PEREZ
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2286015
RIVERSIDE COUNTY
My Comm. Exp. April 22, 2023

OPTIONAL INFORMATION

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of _____,

containing _____ pages, and dated _____.

The signer(s) capacity or authority is/are as:

- ☐ Individual(s)
- ☐ Attorney-in-fact
- ☐ Corporate Officer(s) _____
  Title(s)
- ☐ Guardian/Conservator
- ☐ Partner - Limited/General
- ☐ Trustee(s)
- ☐ Other: _____

representing: _____
Name(s) of Person(s) Entity(ies) Signer is Representing

Additional Information

Method of Signer Identification

Proved to me on the basis of satisfactory evidence:

☐ form(s) of identification ☐ credible witness(es)

Notarial event is detailed in notary journal on:

Page # _____ Entry # _____

Notary contact: _____

Other

☐ Additional Signer ☐ Signer(s) Thumbprints(s)

☐ _____

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Approved as to form:

_____

CITY ATTORNEY

[This page for acknowledgments.]+

CNA

For All the Commitments You Make

GENERAL PURPOSE RIDER

To be attached to and form part of Bond Number **30164654** effective **JUNE 15, 2022**
issued by the **THE CONTINENTAL INSURANCE COMPANY** in the amount of

ONE MILLION ONE HUNDRED TWENTY-ONE THOUSAND SEVEN HUNDRED FIFTY-THREE AND 13/100 ($1,121,753.13) DOLLARS, on behalf of **Tri Pointe Homes IE-SD, Inc.**

as Principal and in favor of **CITY OF BANNING** as obligee

Now, Therefore, it is agreed that: **BOND AMOUNT INCREASED** :

From: **ONE MILLION ONE HUNDRED TWENTY-ONE THOUSAND SEVEN HUNDRED FIFTY-THREE AND 13/100 ($1,121,753.13)**

To: **THREE MILLION FORTY-TWO THOUSAND TWO HUNDRED SEVENTY-FOUR AND NO/100 ($3,042,274.00)**

It is further understood and agreed that all other terms and conditions of this bond shall remain unchanged.

This rider is to be effective the 22nd day of September 2022

Signed, sealed and dated this 22nd day of September 2022

Tri Pointe Homes IE-SD, Inc. (Principal)

By: Amita Gulrani

THE CONTINENTAL INSURANCE COMPANY

By: Michelle Haase
MICHELLE HAASE Attorney-in-Fact

THE CONTINENTAL INSURANCE COMPANY

Form G-23174-C

U:\Newell\BondForm\CNA\GenRider.doc

ALL- PURPOSE
CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Orange }

On SEP 22 2022 before me, Janina Monroe, Notary Public
(Here insert name and title of the officer),

personally appeared Michelle Haase,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/she/~~they~~ executed the same in his/her/~~their~~ authorized capacity(~~ies~~), and that by his/her/~~their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

JANINA MONROE
Notary Public - California
Orange County
Commission # 2406696
My Comm. Expires Jun 25, 2026

Notary Public Signature (Notary Public Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages _____ Document Date_____

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer
  _____
  (Title)
- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other _____

2015 Version www.NotaryClasses.com 800-873-9865

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknolwedgents from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they,~~ is /~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - Indicate title or type of attached document, number of pages and date.
  - Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside)

On September 26, 2022 before me, Loretta Saginario-Ballou, Notary Public
(insert name and title of the officer)

personally appeared Amita Jambusaria,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

LORETTA SAGINARIO-BALLOU
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2345890
RIVERSIDE COUNTY
My Comm. Exp. February 9, 2025

Signature Loretta Saginario Ballou (Seal)

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That The Continental Insurance Company, a Pennsylvania insurance company, is a duly organized and existing insurance company having its principal office in the City of Chicago, and State of Illinois, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Janina Monroe, Tom Mc Call, Michelle Haase, Paul Boucher, Timothy J Noonan, Dennis Langer, Adriana Valenzuela, Jennifer Ochs, Martha Barreras, Individually

of Los Angeles, CA, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the insurance company and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Board of Directors of the insurance company.

In Witness Whereof, The Continental Insurance Company has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 21st day of June, 2021.

The Continental Insurance Company

Paul T. Bruflat — Vice President

State of South Dakota, County of Minnehaha, ss:

On this 21st day of June, 2021, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of The Continental Insurance Company, a Pennsylvania insurance company, described in and which executed the above instrument; that he knows the seal of said insurance company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said insurance company and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance company.

M. BENT NOTARY PUBLIC SOUTH DAKOTA

My Commission Expires March 2, 2026

M. Bent — Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of The Continental Insurance Company, a Pennsylvania insurance company, do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance company printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance company this 22ND day of SEPTEMBER, 2022.

The Continental Insurance Company

D. Johnson — Assistant Secretary

Form F6850-4/2012

Go to www.cnasurety.com > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.

CNA SURETY

Digital Seal Authority and Enforceability

This communication is being provided on behalf of all CNA Surety companies, including **Western Surety Company, Continental Casualty Company, The Continental Insurance Company, American Casualty Company of Reading, Pennsylvania,** and **National Fire Insurance Company of Hartford** (collectively and individually referred to as "CNA Surety").

The use of an electronic image of the corporate seal of any CNA Surety company (the "Digital Seal") and the attachment of the Digital Seal to any surety bond issued by a CNA Surety company is authorized. Each CNA Surety company acknowledges and agrees that the Digital Seal may be affixed to any CNA Surety bond and relied upon to the same extent as if a raised corporate seal were physically attached to the bond.

Delivery of a digital copy of this Digital Seal Authority and Enforceability notice, executed electronically, to an Obligee or Obligee's representative shall constitute effective execution and delivery of this notice and shall have the same legal effect as delivery of a tangible original of the notice with my original "wet" signature.

In Witness Whereof, this has been executed by the Vice President and Surety General Counsel for each of the CNA Surety companies.

Dated this 31st day of March, 2020.

Rosemary Quinn
Vice President and Surety General Counsel on behalf of

Western Surety Company

The Continental Insurance Company

Continental Casualty Company

National Fire Insurance Company of Hartford

American Casualty Company of Reading, Pennsylvania

Bond No. 30164654
Premium: $4,150 / Annually

CITY OF BANNING

FAITHFUL PERFORMANCE BOND

Atwell - 37389-1 Off-Site Storm Drain Highland Home Road
(Name or Tract Number of Subdivision)

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, Tri Pointe Homes IE-SD, Inc (hereinafter designated as "Principal") has executed a Subdivision Improvement Agreement ("Agreement" herein) with the City of Banning, a municipal corporation of the State of California ("City" herein), whereby Principal agrees to construct, install, complete and guarantee for one year after acceptance thereof, certain designated public improvements generally identified as follows: Atwell - 37389-1 Off-Site Storm Drain Highland Home Road; and

WHEREAS, said Agreement is incorporated herein by this reference; and

WHEREAS, said Principal is required under the terms of said Agreement to furnish a corporate surety bond or other approved improvement security to guarantee the faithful performance of said Agreement;

NOW, THEREFORE, the Principal designated above, and The Continental Insurance Company, as Surety, are held and firmly bound unto the City in the penal sum of One Million One Hundred Twenty-One Thousand Seven Hundred Fifty-Three and 13/100 Dollars ($1,121,753.13), lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that if the above-bounded Principal, his or its heirs, executors, administrators, successors, or assigns, shall in all things stand to, abide by, well and truly keep and perform the covenants, conditions and provisions in said Agreement and any modification thereof made as therein provided, on his or their part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City, its officers, agents and employees, as therein stipulated; then this obligation shall become void; otherwise, this obligation shall be and remain in full force and effect.

As a part of the obligation secured hereby, and in addition to the face amount specified, costs and reasonable expenses and fees shall be included, including reasonable attorneys' fees, incurred by the City in successfully enforcing the obligation, all to be taxed as costs and included in any judgment rendered.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement, the work to be performed thereunder, or the Improvement Plans and related specifications accompanying the Agreement shall in any manner affect its obligations on this bond. The Surety hereby waives notice of any such change, extension of time, alteration or addition to the terms of the Agreement, the work, or the Improvement Plans and related specifications.

IN WITNESS WHEREOF, this instrument has been duly executed by the above-named Principal and Surety as of the date or dates set forth below the signatures of their authorized officers.

Note: All signatures must be acknowledged before a notary public. Attach appropriate acknowledgment.

"PRINCIPAL"

Tri Pointe Homes IE-SD, Inc
(Type name of Principal)

1250 Corona Pointe Court, Ste 600
(Street Address)

Corona CA 92879
(City) (State) (Zip)

By: _____
(Signature of authorized officer)

Michael C. Taylor, Division President
(Title of officer)

Date: 6/6/22

"SURETY"

The Continental Insurance Company
(Type name of Surety)

2 Park Plaza, Suite 400
(Street Address)

Irvine CA 92614
(City) (State) (Zip)

By: Michelle Haase
(Signature of authorized officer)

Michelle Haase, Attorney-in-Fact
(Title of officer)

Date: June 15, 2022

APPROVED:

City Attorney

California All-Purpose Certificate of Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Riverside } s.s.

On June 16, 2022 before me, Ana E. Chavez Perez, Notary Public,
Name of Notary Public, Title

personally appeared Michael C. Taylor
Name of Signer (1)

Name of Signer (2)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

ANA E. CHAVEZ PEREZ
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2286015
RIVERSIDE COUNTY
My Comm. Exp. April 22, 2023

OPTIONAL INFORMATION

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of _____,

containing _____ pages, and dated _____.

The signer(s) capacity or authority is/are as:

- ☐ Individual(s)
- ☐ Attorney-in-fact
- ☐ Corporate Officer(s) _____
  Title(s)
- ☐ Guardian/Conservator
- ☐ Partner - Limited/General
- ☐ Trustee(s)
- ☐ Other: _____

representing: _____
Name(s) of Person(s) Entity(ies) Signer is Representing

Additional Information

Method of Signer Identification

Proved to me on the basis of satisfactory evidence:

☐ form(s) of identification ☐ credible witness(es)

Notarial event is detailed in notary journal on:

Page # _____ Entry # _____

Notary contact: _____

Other

☐ Additional Signer ☐ Signer(s) Thumbprints(s)

☐ _____

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ALL- PURPOSE
CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Orange }

On JUN 1 5 2022 before me, Janina Monroe, Notary Public
(Here insert name and title of the officer),

personally appeared Michelle Haase,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in ~~his~~/her/~~their~~ authorized capacity(~~ies~~), and that by ~~his~~/her/~~their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

JANINA MONROE
Notary Public - California
Orange County
Commission # 2244611
My Comm. Expires Jun 25, 2022

Notary Public Signature (Notary Public Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages _____ Document Date_____

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer
  _____
  (Title)
- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other _____

2015 Version www.NotaryClasses.com 800-873-9865

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknolwedgents from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they,~~ is /~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - Indicate title or type of attached document, number of pages and date.
  - Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That The Continental Insurance Company, a Pennsylvania insurance company, is a duly organized and existing insurance company having its principal office in the City of Chicago, and State of Illinois, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Janina Monroe, Tom McCall, Jennifer Ochs, Martha Barreras, Michelle Haase, Adriana Valenzuela, Lisa Marie Saumur, Charles R Teter III, K D Wapato, Marina Tapia, Edward C Spector, Ethan Spector, B Aleman, Aidan Smock, Simone Gerhard, Erin Brown, D Garcia, Individually

of Los Angeles, CA, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the insurance company and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Board of Directors of the insurance company.

In Witness Whereof, The Continental Insurance Company has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 15th day of February, 2022.

THE CONTINENTAL INSURANCE COMPANY

The Continental Insurance Company

Paul T. Bruflat — Vice President

State of South Dakota, County of Minnehaha, ss:

On this 15th day of February, 2022, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of The Continental Insurance Company, a Pennsylvania insurance company, described in and which executed the above instrument; that he knows the seal of said insurance company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said insurance company and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance company.

M. BENT
SEAL NOTARY PUBLIC SOUTH DAKOTA SEAL

My Commission Expires March 2, 2026

M. Bent — Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of The Continental Insurance Company, a Pennsylvania insurance company, do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance company printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance company this 15TH day of JUNE, 2022.

THE CONTINENTAL INSURANCE COMPANY

The Continental Insurance Company

D. Johnson — Assistant Secretary

Form F6850-4/2012

Go to www.cnasurety.com > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF THE CONTINENTAL INSURANCE COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company at a meeting held on May 10, 1995.

> "RESOLVED: That any Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Group Vice President to the Secretary of the Company prior to such execution becoming effective.

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execution power of attorneys on behalf of The Continental Insurance Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012.

> "Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and
>
> Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"), Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company."

CNA SURETY

Digital Seal Authority and Enforceability

This communication is being provided on behalf of all CNA Surety companies, including **Western Surety Company, Continental Casualty Company, The Continental Insurance Company, American Casualty Company of Reading, Pennsylvania,** and **National Fire Insurance Company of Hartford** (collectively and individually referred to as "CNA Surety").

The use of an electronic image of the corporate seal of any CNA Surety company (the "Digital Seal") and the attachment of the Digital Seal to any surety bond issued by a CNA Surety company is authorized. Each CNA Surety company acknowledges and agrees that the Digital Seal may be affixed to any CNA Surety bond and relied upon to the same extent as if a raised corporate seal were physically attached to the bond.

Delivery of a digital copy of this Digital Seal Authority and Enforceability notice, executed electronically, to an Obligee or Obligee's representative shall constitute effective execution and delivery of this notice and shall have the same legal effect as delivery of a tangible original of the notice with my original "wet" signature.

In Witness Whereof, this has been executed by the Vice President and Surety General Counsel for each of the CNA Surety companies.

Dated this 31st day of March, 2020.

Rosemary Quinn
Vice President and Surety General Counsel on behalf of

Western Surety Company

The Continental Insurance Company

Continental Casualty Company

National Fire Insurance Company of Hartford

American Casualty Company of Reading, Pennsylvania

Bond No. 30164654
Premium is included in Performance Bond.

CITY OF BANNING

PAYMENT BOND

Atwell - 37389-1 Off-Site Storm Drain Highland Home Road
(Name or Tract Number of Subdivision)

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, Tri Pointe Homes IE-SD, Inc, (hereinafter designated as "Principal") has executed a Subdivision Improvement Agreement ("Agreement" herein) with the City of Banning, a municipal corporation of the State of California ("City" herein), whereby Principal agrees to construct, install and complete certain designated public improvements generally identified as follows: Atwell - 37389-1 Off-Site Storm Drain Highland Home Road; and

WHEREAS, said Agreement is dated June 14, 2022 and is incorporated herein by this reference; and

WHEREAS, said Principal is required under the terms of said Agreement, before entering upon the performance of the work, to file with the City a good and sufficient payment bond, or other approved security, to secure the claims to which reference is made in Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the California Civil Code and in Government Code Section 66497;

NOW, THEREFORE, the Principal designated above, and The Continental Insurance Company, as Surety, are held firmly bound unto the City and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of said Agreement and referred to in the above-referenced Civil Code and Government Code in the sum of *** Dollars ($1,121,753.13), for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor; that said Surety will pay the same in an amount not exceeding the amount hereinabove set forth; and in case suit is brought upon this bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by the City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

One Million One Hundred Twenty-One Thousand Seven Hundred Fifty-Three and 13/100

It is hereby expressly stipulated and agreed that this bond shall inure to the benefit of any and all persons, companies and corporations entitled to file claims under Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the Civil Code, and under Government Code Section 66497, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of said Agreement or the Improvement Plans or related specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension, alteration or addition.

IN WITNESS WHEREOF, this instrument has been duly executed by the above-named Principal and Surety as of the date or dates set forth below the signatures of their authorized officers.

Note: All signatures must be acknowledged before a notary public. Attach appropriate acknowledgment.

"PRINCIPAL"

Tri Pointe Homes IE-SD, Inc
(Type name of Principal)

1250 Corona Pointe Court, Ste 600
(Street Address)

Corona CA 92879
(City) (State) (Zip)

By: _____
(Signature of authorized officer)

Michael C. Taylor, Division President
(Title of officer)

Date: 6/16/22

"SURETY"

The Continental Insurance Company
(Type name of Surety)

2 Park Plaza, Suite 400

(Street Address)

Irvine CA 92614
(City) (State) (Zip)

By: Michelle Haase
(Signature of authorized officer)

Michelle Haase, Attorney-in-Fact
(Title of officer)

Date: June 15, 2022

APPROVED:

City Attorney

California All-Purpose Certificate of Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside } s.s.

On June 16, 2022 before me, Ana E. Chavez Perez, Notary Public,
Name of Notary Public, Title

personally appeared Michael C. Taylor
Name of Signer (1)

Name of Signer (2)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

ANA E. CHAVEZ PEREZ
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 2286015
RIVERSIDE COUNTY
My Comm. Exp. April 22, 2023

OPTIONAL INFORMATION

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of _____,

containing _____ pages, and dated _____.

The signer(s) capacity or authority is/are as:

- ☐ Individual(s)
- ☐ Attorney-in-fact
- ☐ Corporate Officer(s) _____
  Title(s)
- ☐ Guardian/Conservator
- ☐ Partner - Limited/General
- ☐ Trustee(s)
- ☐ Other: _____

representing: _____
Name(s) of Person(s) Entity(ies) Signer is Representing

Additional Information

Method of Signer Identification

Proved to me on the basis of satisfactory evidence:
☐ form(s) of identification ☐ credible witness(es)

Notarial event is detailed in notary journal on:
Page # _____ Entry # _____

Notary contact: _____

Other

☐ Additional Signer ☐ Signer(s) Thumbprints(s)

☐ _____

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ALL- PURPOSE
CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Orange }

On JUN 15 2022 before me, Janina Monroe, Notary Public
(Here insert name and title of the officer),

personally appeared Michelle Haase,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in ~~his~~/her/~~their~~ authorized capacity(~~ies~~), and that by ~~his~~/her/~~their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

JANINA MONROE
Notary Public - California
Orange County
Commission # 2244611
My Comm. Expires Jun 25, 2022

Notary Public Signature (Notary Public Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages _____ Document Date_____

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer
  _____
  (Title)
- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other _____

2015 Version www.NotaryClasses.com 800-873-9865

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknolwedgents from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they,~~ is /~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - Indicate title or type of attached document, number of pages and date.
  - Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That The Continental Insurance Company, a Pennsylvania insurance company, is a duly organized and existing insurance company having its principal office in the City of Chicago, and State of Illinois, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Janina Monroe, Tom McCall, Jennifer Ochs, Martha Barreras, Michelle Haase, Adriana Valenzuela, Lisa Marie Saumur, Charles R Teter III, K D Wapato, Marina Tapia, Edward C Spector, Ethan Spector, B Aleman, Aidan Smock, Simone Gerhard, Erin Brown, D Garcia, Individually

of Los Angeles, CA, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the insurance company and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Board of Directors of the insurance company.

In Witness Whereof, The Continental Insurance Company has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 15th day of February, 2022.

The Continental Insurance Company

Paul T. Bruflat — Vice President

State of South Dakota, County of Minnehaha, ss:

On this 15th day of February, 2022, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of The Continental Insurance Company, a Pennsylvania insurance company, described in and which executed the above instrument; that he knows the seal of said insurance company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said insurance company and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance company.

M. BENT
NOTARY PUBLIC
SOUTH DAKOTA

My Commission Expires March 2, 2026

M. Bent — Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of The Continental Insurance Company, a Pennsylvania insurance company, do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance company printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance company this 15TH day of JUNE, 2022.

The Continental Insurance Company

D. Johnson — Assistant Secretary

Form F6850-4/2012

Go to www.cnasurety.com > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF THE CONTINENTAL INSURANCE COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company at a meeting held on May 10, 1995.

> "RESOLVED: That any Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Group Vice President to the Secretary of the Company prior to such execution becoming effective.

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execution power of attorneys on behalf of The Continental Insurance Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012.

> "Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and
>
> Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"), Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company."

CNA SURETY

Digital Seal Authority and Enforceability

This communication is being provided on behalf of all CNA Surety companies, including **Western Surety Company, Continental Casualty Company, The Continental Insurance Company, American Casualty Company of Reading, Pennsylvania,** and **National Fire Insurance Company of Hartford** (collectively and individually referred to as "CNA Surety").

The use of an electronic image of the corporate seal of any CNA Surety company (the "Digital Seal") and the attachment of the Digital Seal to any surety bond issued by a CNA Surety company is authorized. Each CNA Surety company acknowledges and agrees that the Digital Seal may be affixed to any CNA Surety bond and relied upon to the same extent as if a raised corporate seal were physically attached to the bond.

Delivery of a digital copy of this Digital Seal Authority and Enforceability notice, executed electronically, to an Obligee or Obligee's representative shall constitute effective execution and delivery of this notice and shall have the same legal effect as delivery of a tangible original of the notice with my original "wet" signature.

In Witness Whereof, this has been executed by the Vice President and Surety General Counsel for each of the CNA Surety companies.

Dated this 31st day of March, 2020.

Rosemary Quinn
Vice President and Surety General Counsel on behalf of

Western Surety Company

The Continental Insurance Company

Continental Casualty Company

National Fire Insurance Company of Hartford

American Casualty Company of Reading, Pennsylvania

APPROVED BY
CITY OF BANNING

MAY 31 2022

PUBLIC WORKS DEPT

Prepared By:	MDS Consulting
Date Prepared:	5/26/2022
Approved By:	
Date Approved:	
Tract No.:	37389-1 Off-Site Storm Drain Highland Home Road

City of Banning Engineering Division
Construction Cost Estimate for Bonding, Plan Check & Inspection Fees
(Subdivisions/Public Works/Commercial Projects)

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
STORM DRAIN IMPROVEMENTS				
42" RCP	LF	285	$ 100.00	$ 28,500.00
54" RCP	LF	937	$ 120.00	$ 112,440.00
48" RCP	LF	854	$ 110.00	$ 93,940.00
72" RCP	LF	2,268	$ 150.00	$ 340,200.00
84" RCP	LF	65	$ 170.00	$ 11,050.00
10'Wx5"H RCB	CY	308	$ 720.00	$ 221,760.00
Manhole #4	Each	5	$ 5,000.00	$ 25,000.00
Manhole #2	Each	7	$ 5,000.00	$ 35,000.00
Junction Structure #4	Each	6	$ 5,000.00	$ 30,000.00
Transition Structure #1	Each	1	$ 15,000.00	$ 15,000.00
Junction Structure #3	Each	4	$ 3,500.00	$ 14,000.00
Remove and Dispose 10'Wx5'H RCB	CY	42	$ 20.00	$ 840.00
Manhole #2 with Omitted Shaft	Each	1	$ 3,000.00	$ 3,000.00
Remove and Dispose Existing Channel	CY	547	$ 20.00	$ 10,940.00
Remove and Dispose Chain Link Fence	LF	3,305	$ 7.50	$ 24,787.50
Remove and Dispose Transition Structure	CY	42	$ 20.00	$ 840.00
Remove and Dispose 24" CMP	LF	34	$ 10.00	$ 340.00
Join Existing RCB	Each	1	$ 2,000.00	$ 2,000.00
Manhole #3	Each	1	$ 2,000.00	$ 2,000.00
Remove and Dispose 18" CMP	LF	30	$ 10.00	$ 300.00
Concrete Bulkhead	Each	1	$ 500.00	$ 500.00
Junction Structure #1	Each	1	$ 3,000.00	$ 3,000.00
TOTAL				**$ 975,437.50**
15% Contingency				**$ 146,315.63**
GRAND TOTAL				**$ 1,121,753.13**
			Faithful Performance (100%)	$ 1,121,753.13
			Labor & Material (100%)	$ 1,121,753.13

IN THE CITY OF BANNING, STATE OF CALIFORNIA

NON-POTABLE WATER IMPROVEMENT PLAN CHARLES STREET NP-1 PUMP LINE

NON-POTABLE WATER GENERAL NOTES:

1. THE INSTALLATION OF THE NON-POTABLE WATER SYSTEM SHALL BE ACCOMPLISHED UNDER THE APPROVAL, INSPECTION, AND TO THE SATISFACTION OF THE CITY OF BANNING (C.O.B.).
2. CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH C.O.B. AT (951) 922-3130 TWO (2) WORKING DAYS IN ADVANCE OF STARTING WORK. CONSTRUCTION SHALL BEGIN NO LATER THAN FIVE (5) DAYS AFTER THE PRE-CONSTRUCTION MEETING. C.O.B. SHALL BE NOTIFIED OF EACH WORKDAY THEREAFTER UNTIL COMPLETION OF THE PROJECT.
3. THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR PROVIDING ACCESS TO AND COOPERATION WITH THE CITY INSPECTOR TO PERFORM ALL INSPECTIONS AND TESTING.
4. CONNECTIONS TO THE EXISTING NON-POTABLE WATER FACILITIES SHALL BE PERFORMED BY A LICENSED CONTRACTOR IN ACCORDANCE WITH THE C.O.B. NON-POTABLE ONSITE DESIGN AND CONSTRUCTION STANDARDS.
5. THERE SHALL NEVER BE ANY DIRECT CONNECTIONS BETWEEN THE POTABLE AND NON-POTABLE WATER SYSTEMS.
6. NON-POTABLE WATER SHALL NOT BE USED FOR ANY PURPOSE OTHER THAN LANDSCAPE IRRIGATION AND APPROVED USES SUCH AS INDUSTRIAL USE OR IMPOUNDMENTS.
7. HOSE BIBS ARE PROHIBITED ON NON-POTABLE WATER SYSTEMS.
8. WATER USED IN HOSE BIBS SHALL BE POTABLE WATER AND ALL HOSE BIBS SHALL BE AFFIXED TO THE BUILDING.
9. THE POTABLE WATER SYSTEM SHALL BE PROTECTED BY AN APPROVED BACKFLOW PREVENTION DEVICE. THE NON-POTABLE WATER SERVICE WILL NORMALLY NOT REQUIRE BACKFLOW PROTECTION (AT C.O.B. DISCRETION).
10. A MINIMUM OF TEN (10) FEET HORIZONTAL SEPARATION MUST BE MAINTAINED AT ALL TIMES BETWEEN THE CONSTANT PRESSURE POTABLE AND NON-POTABLE WATER LINES. A MINIMUM OF ONE (1) FOOT VERTICAL SEPARATION MUST BE MAINTAINED AT ALL TIMES BETWEEN THE POTABLE AND NON-POTABLE WATER LINES WITH THE NON-POTABLE WATER LINE BELOW THE POTABLE.
11. ALL CROSSINGS BETWEEN POTABLE AND NON-POTABLE WATER LINES SHALL BE AS NEAR TO PERPENDICULAR AS POSSIBLE AND THE NON-POTABLE WATER LINES SHALL BE SLEEVED A MINIMUM OF FIVE (5) FEET ON BOTH SIDES OF THE POTABLE WATER LINE.
12. SERVICE LINES FOR THE ONSITE POTABLE SYSTEM AND FILL LINES FOR WATER FEATURES CONNECTED TO THE POTABLE WATER SYSTEM SHALL BE CONSTRUCTED USING COPPER PIPE.
13. CONTINUOUS BLUE WARNING TAPE SHALL BE PLACED OVER THE COPPER POTABLE WATER PIPE IN THE TRENCH OF ALL PIPES CARRYING POTABLE WATER. REFER TO T. CHRISTY'S OR APPROVED EQUAL.
14. CONTINUOUS PURPLE WARNING TAPE SHALL BE PLACED OVER THE PIPE IN ALL TRENCHES CARRYING NON-POTABLE WATER. REFER TO T. CHRISTY'S OR APPROVED EQUAL.
15. NON-POTABLE WATER PIPING SHALL BE PURPLE AND IDENTIFIED AS NON-POTABLE WATER BY CONTINUOUS MARKING ON BOTH SIDES. THE MARKING SHALL INCLUDE THE FOLLOWING: "WARNING RECYCLED WATER - DO NOT DRINK". NOMINAL PIPE SIZE, PRESSURE RATING, AND ASTM DESIGNATIONS.
16. NON-POTABLE WATER ISOLATION AND CONTROL VALVE BOXES SHALL BE WEATHERPROOF PURPLE PLASTIC AND MARKED " NON-POTABLE WATER". *NOTE - ALL CONTROL VALVES SHALL BE BURIED BELOW GRADE AUTOMATIC CONTROL VALVES OPERATED BY PROGRAMMABLE CONTROLLER. ABOVE GROUND ANTI-SIPHON CONTROL VALVES ARE NOT ALLOWED.
17. ALL NON-POTABLE WATER IRRIGATION SYSTEM CONTROL VALVES, ISOLATION VALVES, QUICK COUPLERS, REGULATORS, AND APPURTENANCES SHALL BE TAGGED. IDENTIFICATION SHALL BE WEATHERPROOF PURPLE PLASTIC, 3 INCHES BY 4 INCHES, AND IMPRINTED WITH WARNING "RECYCLED WATER - DO NOT DRINK." REFER TO T. CHRISTY'S OR APPROVED EQUAL.
18. ALL AREAS WHERE NON-POTABLE WATER IS USED SHALL BE POSTED WITH APPROVED SIGNAGE. EACH SIGN SHALL STATE "RECYCLED WATER - DO NOT DRINK" AND DISPLAY THE INTERNATIONAL "DO NOT DRINK" SYMBOL.
19. BEFORE ACTIVATION OF THE POTABLE WATER SERVICE, THE BACKFLOW DEVICE SHALL BE TESTED AND APPROVED BY A LICENSED BACKFLOW TESTER. ARRANGEMENTS WITH C.O.B. MUST BE MADE AT LEAST TWO (2) WORKING DAYS IN ADVANCE TO TURN ON THE POTABLE SERVICE TO ALLOW TESTING OF THE DEVICE. POTABLE WATER SERVICE WILL NOT BE ACTIVATED UNTIL THE BACKFLOW DEVICE PASSES INSPECTION.
20. BEFORE ACTIVATION OF THE NON-POTABLE WATER SERVICE, A CROSS CONNECTION TEST AND FINAL INSPECTION AND APPROVAL OF THE IRRIGATION SYSTEM SHALL BE PERFORMED. THE PROPERTY OWNER OR CONTRACTOR SHALL ARRANGE WITH THE DISTRICT FOR AN IRRIGATION COVERAGE TEST AND MAKE ANY MODIFICATIONS OR ADJUSTMENTS DEEMED REQUIRED BEFORE FINAL APPROVAL.
21. ALL SPRAY HEADS SHALL BE ADJUSTED TO ELIMINATE OVERSPRAY AND RUNOFF ONTO ADJACENT HARDSCAPES, DRINKING FOUNTAINS OR WATER FEATURES, AND OUTDOOR FURNITURE SUCH AS PICNIC TABLES, ETC.
22. NON-POTABLE WATER IRRIGATION SYSTEMS SHALL ONLY BE OPERATED BETWEEN THE HOURS OF 9:00 PM AND 6:00 AM.
23. FAILURE TO COMPLY WITH ANY OF THE CITY OF BANNING STANDARDS MAY RESULT IN TERMINATION OF NON-POTABLE WATER AND/OR POTABLE WATER SERVICE.

NOTE NON POTABLE WATER TRENCH BACKFILL:
USE CITY STANDARD NO. W-3O, W-31 FOR WATER

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF WESTWARD AVENUE, SHOWN AS SOUTH 89°36'00" E, PER PARCEL MAP NO. 24908, AS FILED IN BOOK 174, PAGES 64 AND 65 IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, CALIFORNIA.

CCS ZONE 6
CENTERLINE INTERSECTION WESTWARD AVENUE & HATHAWAY STREET. N 2278291.83 E 6376381.23
CENTERLINE INTERSECTION WESTWARD AVENUE & SCOTT STREET N 2278273.40 E 6379021.27

BENCHMARK

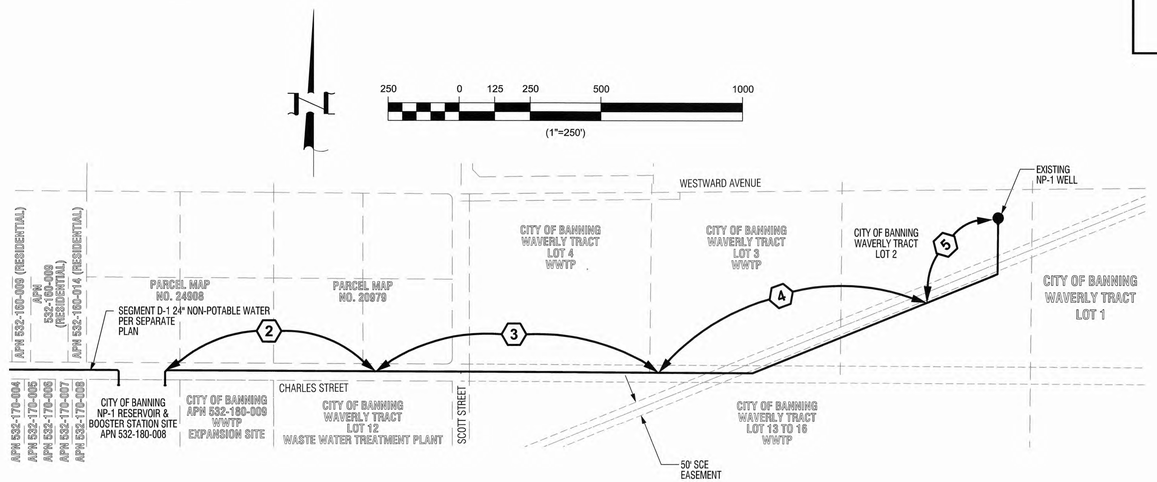
BRASS DISK IN CONCRETE 41' N/O N'LYRAIL IN RR R/W 1.0 MILES EAST OF SAN GORGONIO AVENUE BM #603.91 (DX 1081).
ELEVATION 2242.57

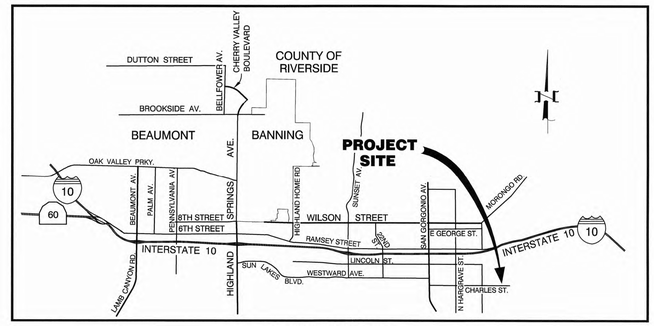
APPLICANT/DEVELOPER

PARDEE HOMES
1250 CORONA POINTE COURT, SUITE 600
CORONA, CA 92879
(951) 428-4400
CONTACT: MICHAEL HEISHMAN

OWNER

CITY OF BANNING
99 E. RAMSEY STREET
BANNING, CA 92220
PH: (951) 922-3130





VICINITY MAP
NOT TO SCALE

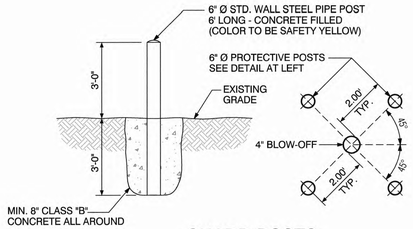
CONSTRUCTION NOTES AND ESTIMATED QUANTITIES:

	NON-POTABLE WATER IMPROVEMENT PLAN	UNIT	QUANTITY
1	INSTALL 12" DIP (CLASS 350) WITH PURPLE V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31	LF	3,236
2	INSTALL 12" BUTTERFLY VALVE PER CITY STD. DWG. NO. W-20	EA	4
3	ADJUST VALVE COVER TO GRADE PER CITY STD. DWG. NO. W-21	EA	7
4	INSTALL 12" DIP BLIND FLANGE	EA	2
5	REMOVE AND REPLACE EXISTING AC PAVEMENT OVER BASE IN KIND PER CITY STD. DWG. NO. W-30	SF	5,446
6	INSTALL 12" - 22.5° D.I.P. BEND	EA	2
7	INSTALL 12" - 45° D.I.P. BEND	EA	3
9	INSTALL GUARD POSTS PER DETAIL HEREON.	EA	2
10	INSTALL 4" BLOW-OFF VALVE ASSEMBLY PER CITY STD. DWG. NO. N-19	EA	3
11	REMOVE AND REPLACE EXISTING CURB & GUTTER IN KIND FOR BLOW-OFF ASSEMBLY INSTALL (W=5')	LF	5
12	REMOVE AND REPLACE EXISTING SIDEWALK IN KIND FOR BLOW-OFF ASSEMBLY INSTALL (W=5')	SF	25

ENGINEER'S NOTICE TO CONTRACTORS

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND OR OVERHEAD UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE APPROXIMATE. THE ENGINEER ASSUMES NO LIABILITY AS TO THE EXACT LOCATION OF SAID LINES NOT FOR UTILITIES OR IRRIGATION LINES WHOSE LOCATION ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY AND IRRIGATION COMPANIES PRIOR TO WORK AND ACCURATELY IDENTIFY THESE LOCATIONS, WHETHER OR NOT SHOWN HEREON. AND IS RESPONSIBLE FOR ANY DAMAGE OR PROTECTION OF THESE LINES. PHASED UTILITY RELOCATIONS MAY BE NECESSARY AND SHALL BE THE CONTRACTORS RESPONSIBILITY OR CLOSELY COORDINATE HIS ACTIVITIES WITH THOSE OF ALL UTILITY COMPANIES. THE CONTRACTOR SHALL CALL IN A LOCATION REQUEST TO UNDERGROUND SERVICE ALERT (U.S.A.) PHONE 1-800-227-2600 TWO (2) WORKING DAYS PRIOR TO DIGGING. NO CONSTRUCTION PERMIT ISSUED BY PUBLIC WORKS DEPARTMENT SHALL BE VALID INVOLVING UNDERGROUND FACILITIES UNLESS THE APPLICANT HAS AN INQUIRY IDENTIFICATION NUMBER ISSUED BY U.S.A.

THE ESTIMATED QUANTITY FOR EACH SPECIFIC ITEM OF THE WORK DESIGNATED ON THE PLANS SHALL BE CONSIDERED AS APPROXIMATE ONLY AND NO GUARANTEE IS MADE THAT THE QUANTITIES WHICH CAN ONLY BE DETERMINED BY COMPUTATIONS, BASED ON THE DETAILS AND DIMENSIONS SHOWN ON THE PLANS, WILL EQUAL THE ESTIMATED QUANTITIES. THE ESTIMATE OF QUANTITIES IS PROVIDED BY THE ENGINEER ONLY FOR THE CONVENIENCE OF THE OWNER, THE CONTRACTOR SHALL MAKE HIS OWN DETERMINATION AND BE RESPONSIBLE FOR HIS OWN CONSTRUCTION QUANTITIES BEFORE SUBMITTING A BID. ANY ITEM OF WORK, OR PORTION THEREOF, REQUIRED BY THESE PLANS WHICH IS NOT SPECIFICALLY LISTED IN THE ESTIMATE OF QUANTITIES SHALL BE CONSIDERED AS INCLUDED IN THE OTHER ITEMS OF WORK.



9 GUARD POSTS
NTS

NOTIFICATIONS

AT LEAST 48 HOURS PRIOR TO COMMENCING CONSTRUCTION, CONTRACTOR SHALL NOTIFY:

WATER AND SEWER	CITY OF BANNING	(951) 922-3281
ELECTRIC	CITY OF BANNING	(951) 922-3260
CABLE	TIME WARNER	(760) 674-5455
TELEPHONE	FRONTIER COMMUNICATIONS	(909) 748- 6649
GAS	SOUTHERN CALIFORNIA GAS COMPANY	(909) 335-7926

UTILITIES

WATER
CITY OF BANNING
99 EAST RAMSEY STREET
BANNING,CA 92220
(951) 922-3185

SEWER
CITY OF BANNING
99 EAST RAMSEY STREET
BANNING,CA 92220
(951) 922-3185

ELECTRIC
CITY OF BANNING
99 EAST RAMSEY STREET
BANNING,CA 92220
(951) 922-3185

GAS
SOUTHERN CALIFORNIA GAS COMPANY
1981 WEST LUGONIA AVENUE
REDLANDS, CA 92374
(909) 335-3928

TRASH
CITY OF BANNING
99 EAST RAMSEY STREET
BANNING,CA 92220
(951) 922-3185

TELEPHONE
FRONTIER COMMUNICATIONS
280 SOUTH LOCUST STREET
POMONA,CA 92363
(909) 397-0042

CABLE
SPECTRUM CABLE
3317 WEST RAMSEY STREET
BANNING,CA 92220
(866) 417-1039

STORM DRAIN
CITY OF BANNING
99 EAST RAMSEY STREET
BANNING,CA 92220
(909) 922-3185

ABBREVIATIONS

HP	HIGH POINT	CL	CENTERLINE
LP	LOW POINT	F.F.	FINISHED FLOOR
PI	POINT OF INTERSECTION	BCR	BEGIN CURB RETURN
SD	STORM DRAIN	ECR	END CURB RETURN
SS	SANITARY SEWER	FG	FINISHED GRADE
DW	POTABLE WATER	TG	TOP OF GRATE
RCW	NON-POTABLE WATER	INV	INVERT
G	GAS	LF	LINEAR FEET
NO.	NUMBER	EA	EACH
Δ	DELTA	SF	SQUARE FEET
R	RADIUS	CY	CUBIC YARDS
L	LENGTH	AC	ASPHALT CONCRETE
MIN	MINIMUM	AB	AGGREGATE BASE
MAX	MAXIMUM	CONC	CONCRETE
ST	STREET	RCP	REINFORCED CONCRETE PIPE
PA	PLANNING AREA	CMP	CORRUGATED METAL PIPE
AVG.	AVERAGE	NG	NATURAL GROUND
R/W	RIGHT OF WAY	CF	CURB FACE
RW	RETAINING WALL	TYP	TYPICAL
TC	TOP OF CURB	PVC	POLYVINYL CHLORIDE PIPE
GB	GRADE BREAK	VCP	VITRIFIED CLAY PIPE
FL	FLOWLINE		
BVC	BEGIN VERTICAL CURVE		
MVC	MIDDLE VERTICAL CURVE		
EVC	END VERTICAL CURVE		
VC	VERTICAL CURVE		
EX.	EXISTING		

NON-POTABLE WATER LEGEND

- NPW — PROPOSED NON-POTABLE WATER MAIN
- GATE VALVE OR BUTTERFLY VALVE
- BLOW-OFF ASSEMBLY
- PAVEMENT REMOVE & REPLACE
- SS x — EXISTING SANITARY SEWER
- W x — EXISTING DOMESTIC WATER
- G x — EXISTING GAS
- T x — EXISTING TELEPHONE
- CATV x — EXISTING CATV
- E x — EXISTING ELECTRIC
- EXISTING FIRE HYDRANT
- EXISTING SANITARY SEWER LATERAL
- EXISTING WATER METER

WATER LINE OPERATING PRESSURE

25 PSI (APPROXIMATE)

RECOMMENDED FOR ACCEPTANCE BY:
STEVE LATINO, PE.
ENGINEERING RESOURCES OF SOUTHERN CALIFORNIA, INC

SHEET INDEX

SHEET 1 TITLE SHEET AND SHEET INDEX MAP
SHEETS 2-5 NON-POTABLE WATER IMPROVEMENT PLAN AND PROFILE

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TWO WORKING DAYS BEFORE YOU DIG

MARK	REVISIONS	APPR.	DATE

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/19
SENIOR CIVIL ENGINEER — DATE 9-16-19

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/20
PUBLIC WORKS DIRECTOR/CITY ENGINEER — DATE 9/23/19

SEAL – ENGINEER
REGISTERED PROFESSIONAL ENGINEER EDWARD J. LENTH No. 052496 Exp. 12-31-20 CIVIL STATE OF CALIFORNIA

SUBMITTED BY:
EDWARD J. LENTH RCE# 052496 EXP.12-31-20 — DATE 8/22/19

PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue Suite 350 Irvine, CA 92614 Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SCALE: HORIZ: 1" = 40' VERT: 1" = 4'
DATE: 8/23/19
DRAWN BY: JC
DESIGNED BY: JC
CHECKED BY: EL

PREPARED FOR:
STAGECOACH TOWN USA
COUNTY OF RIVERSIDE CALIFORNIA

CITY OF BANNING
NON–POTABLE WATER NP–1 PUMP LINE

TITLE SHEET AND SHEET INDEX MAP

W.O. NO.
SHEET 1 OF 5
MAP FILE NO.

MDS Proj. Data: I:\89438\ENGINEERING\Plans\RCW NP1
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Last Edit: 08.26.2019 12:17:37 PM By: Jchu

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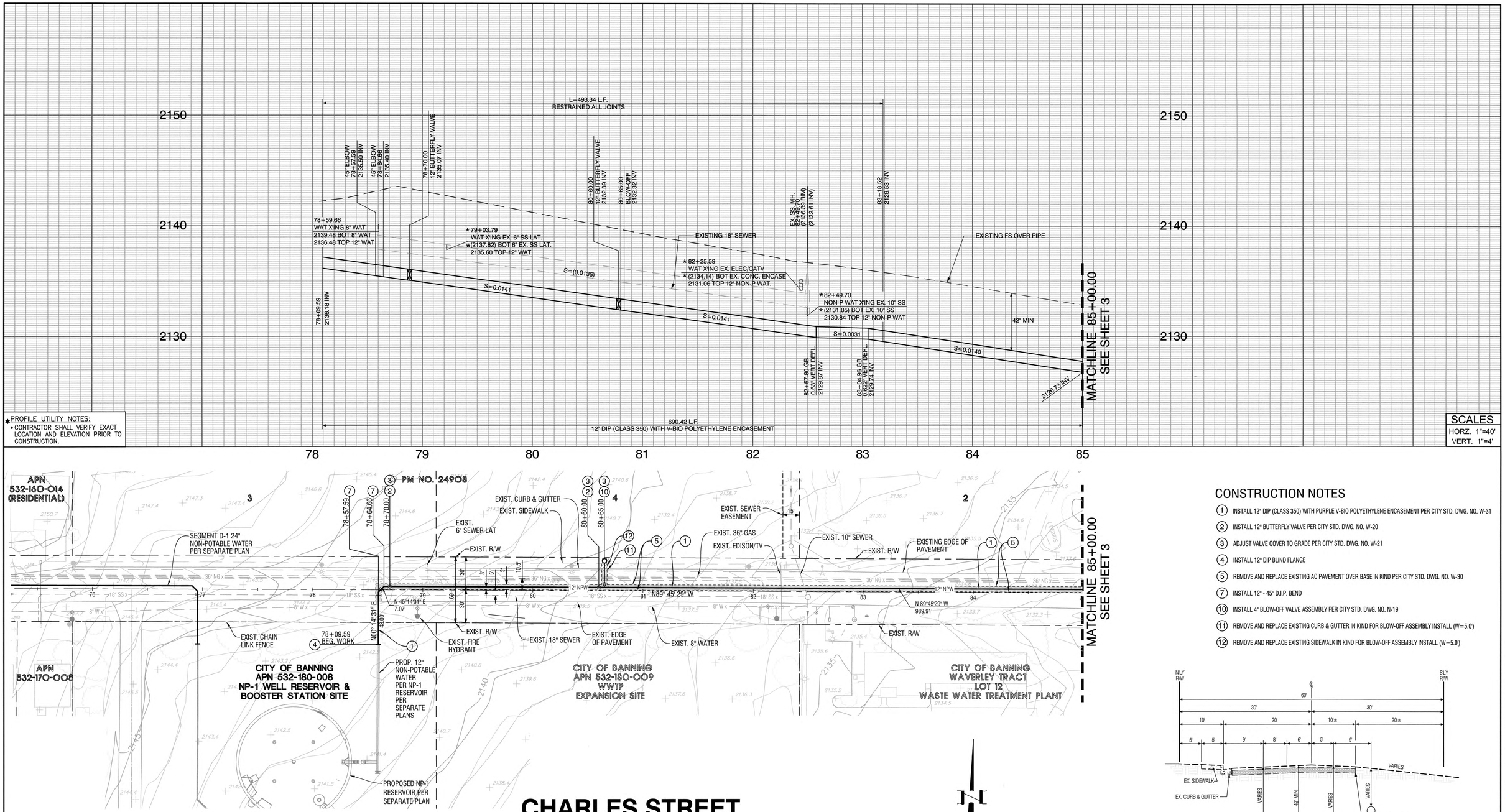
NON-POTABLE WATER IMPROVEMENT PLAN, NP-1 PUMP LINE



★PROFILE UTILITY NOTES:
- CONTRACTOR SHALL VERIFY EXACT LOCATION AND ELEVATION PRIOR TO CONSTRUCTION.

SCALES
HORZ. 1"=40'
VERT. 1"=4'

CHARLES STREET

0 20 40 80 160
1"=40' GRAPHIC SCALE

CONSTRUCTION NOTES

1. INSTALL 12" DIP (CLASS 350) WITH PURPLE V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31
2. INSTALL 12" BUTTERFLY VALVE PER CITY STD. DWG. NO. W-20
3. ADJUST VALVE COVER TO GRADE PER CITY STD. DWG. NO. W-21
4. INSTALL 12" DIP BLIND FLANGE
5. REMOVE AND REPLACE EXISTING AC PAVEMENT OVER BASE IN KIND PER CITY STD. DWG. NO. W-30
7. INSTALL 12" - 45° D.I.P. BEND
10. INSTALL 4" BLOW-OFF VALVE ASSEMBLY PER CITY STD. DWG. NO. N-19
11. REMOVE AND REPLACE EXISTING CURB & GUTTER IN KIND FOR BLOW-OFF ASSEMBLY INSTALL (W=5.0')
12. REMOVE AND REPLACE EXISTING SIDEWALK IN KIND FOR BLOW-OFF ASSEMBLY INSTALL (W=5.0')

CHARLES STREET
NTS
LOOKING EAST

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SENIOR CIVIL ENGINEER
9-16-19 DATE

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PUBLIC WORKS DIRECTOR/CITY ENGINEER
9/23/19 DATE

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REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTH
No. 052496
Exp. 12–31–20
CIVIL
STATE OF CALIFORNIA

SUBMITTED BY:
EDWARD J. LENTH
RCE# 052496 EXP.12-31-20
9/24/19 DATE

PREPARED BY:
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MORSE SCHULTZ
17320 Redhill Avenue
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

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DATE: 8/23/19
DRAWN BY: JC
DESIGNED BY: JC
CHECKED BY: EL

PREPARED FOR:
BANNING, CA
STAGECOACH TOWN USA
Proud History • Prosperous Tomorrow
COUNTY OF RIVERSIDE
CALIFORNIA

CITY OF BANNING
NON–POTABLE WATER NP–1 PUMP LINE
PLAN AND PROFILE
CHARLES STREET
STA 78+06.66 TO STA 85+00.00

W.O. NO.
SHEET 2 OF 5
MAP FILE NO.

NON-POTABLE WATER IMPROVEMENT PLAN, NP-1 PUMP LINE

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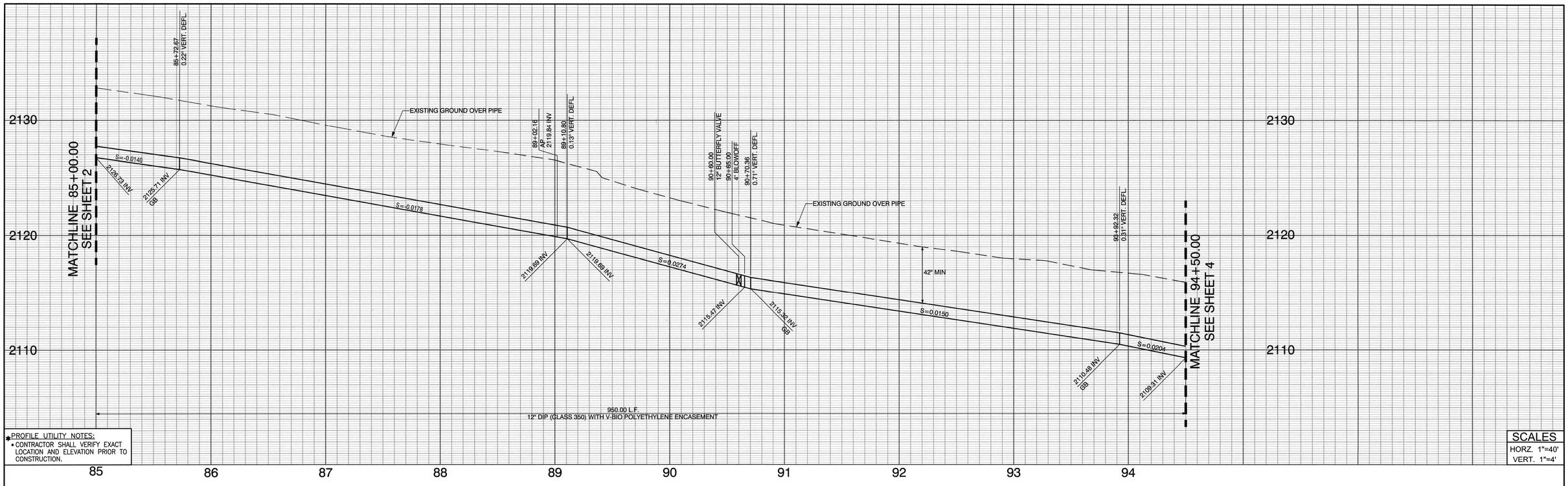

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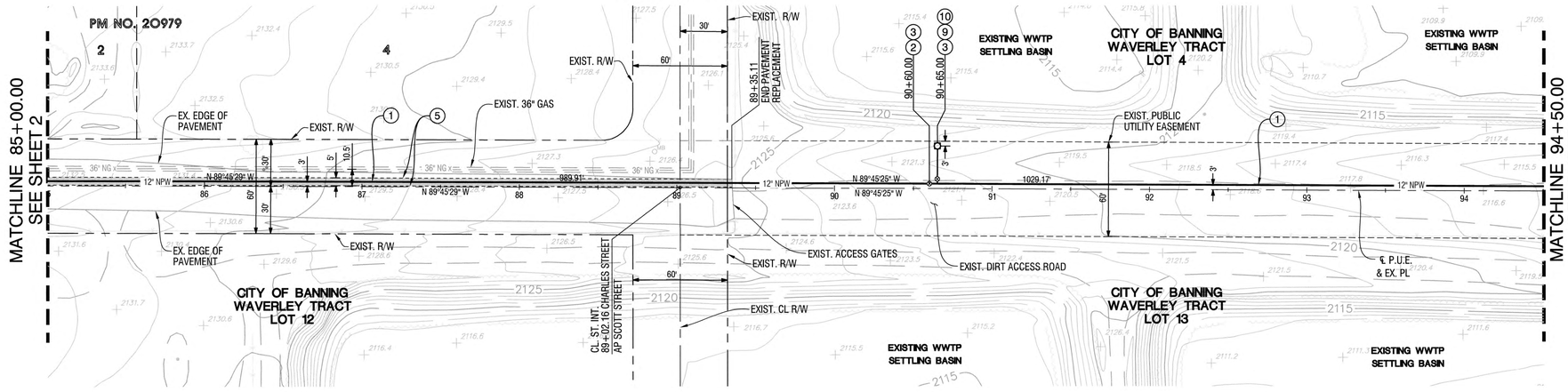
SCOTT STREET



CHARLES STREET

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3. ADJUST VALVE COVER TO GRADE PER CITY STD. DWG. NO. W-21
5. REMOVE AND REPLACE EXISTING AC PAVEMENT OVER BASE IN KIND PER CITY STD. DWG. NO. W-30
9. INSTALL GUARD POST PER DETAIL ON SHEET 1
10. INSTALL 4" BLOW-OFF VALVE ASSEMBLY PER CITY STD. DWG. NO. N-19

0 20 40 80 160
1"=40' GRAPHIC SCALE

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REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTH
No. 052496
Exp. 12-31-20
CIVIL
STATE OF CALIFORNIA

SUBMITTED BY:
EDWARD J. LENTH
RCE# 052496 EXP.12-31-20 — DATE 8/23/19

PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SCALE: HORIZ:	1" = 40'
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DATE:	8/23/19
DRAWN BY:	JC
DESIGNED BY:	JC
CHECKED BY:	EL

PREPARED FOR:
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CALIFORNIA

CITY OF BANNING
NON-POTABLE WATER NP-1 PUMP LINE

PLAN AND PROFILE
CHARLES STREET
STA 85+00.00 TO STA 94+50.00

W.O. NO.

SHEET 3 OF 5

MAP FILE NO.

NON-POTABLE WATER IMPROVEMENT PLAN, NP-1 PUMP LINE

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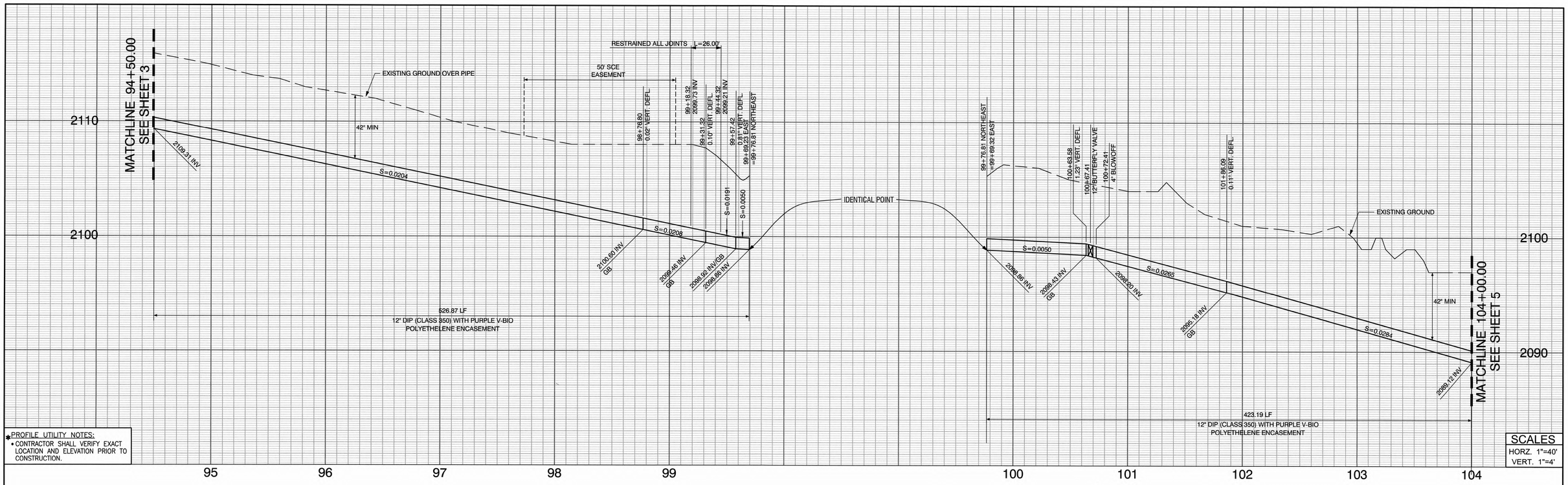

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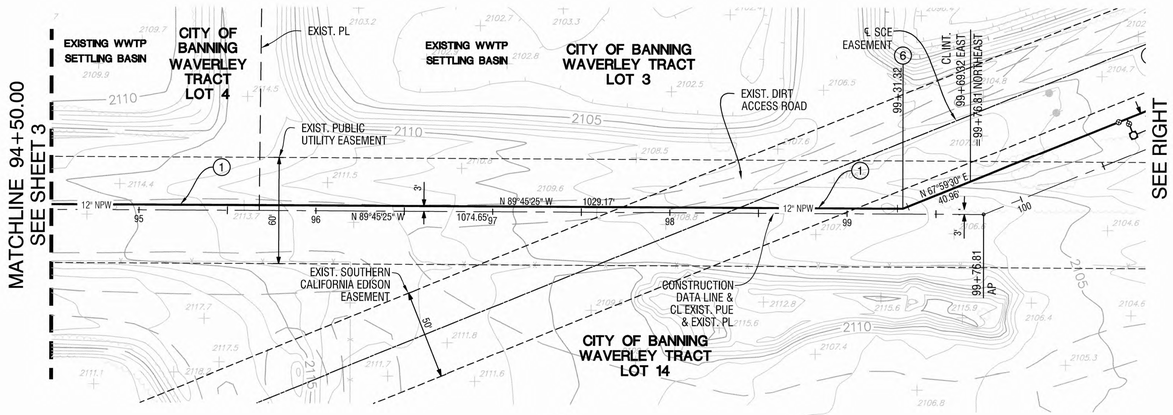

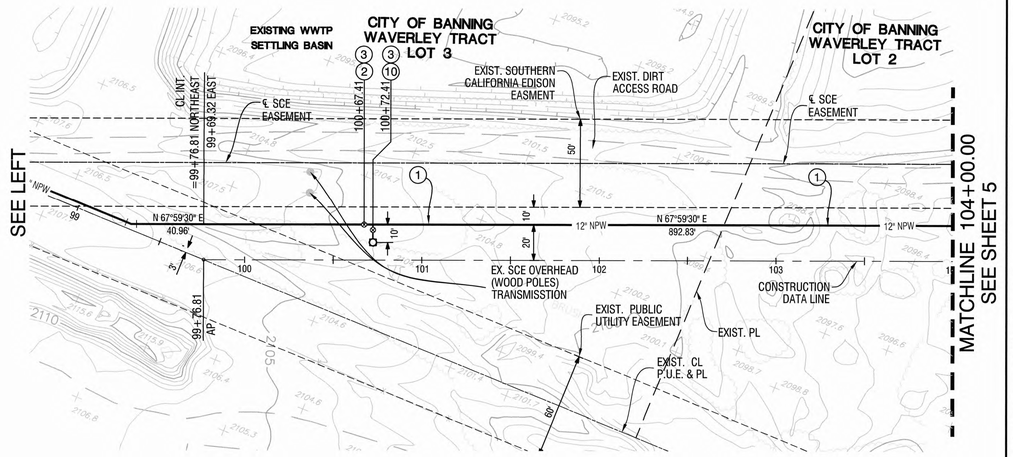

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0 20 40 80 160
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LUIS A. CARDENAS, RCE #78335 EXP. 9/30/19 — 9-16-19 DATE
SENIOR CIVIL ENGINEER

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/20 — 9/23/19 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

SEAL – ENGINEER
REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTH
No. 052496
Exp. 12-31-20
CIVIL
STATE OF CALIFORNIA

SUBMITTED BY:
EDWARD J. LENTH RCE# 052496 EXP.12-31-20 — 8/23/19 DATE

PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SCALE:
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VERT: 1" = 4'
DATE: 8/23/19
DRAWN BY: JC
DESIGNED BY: JC
CHECKED BY: EL

PREPARED FOR:
BANNING, CA
STAGECOACH TOWN USA
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CALIFORNIA

CITY OF BANNING
NON-POTABLE WATER NP-1 PUMP LINE
PLAN AND PROFILE
CHARLES STREET
STA 94+50.00 TO STA 104+00.00

W.O. NO.
SHEET 4 OF 5
MAP FILE NO.

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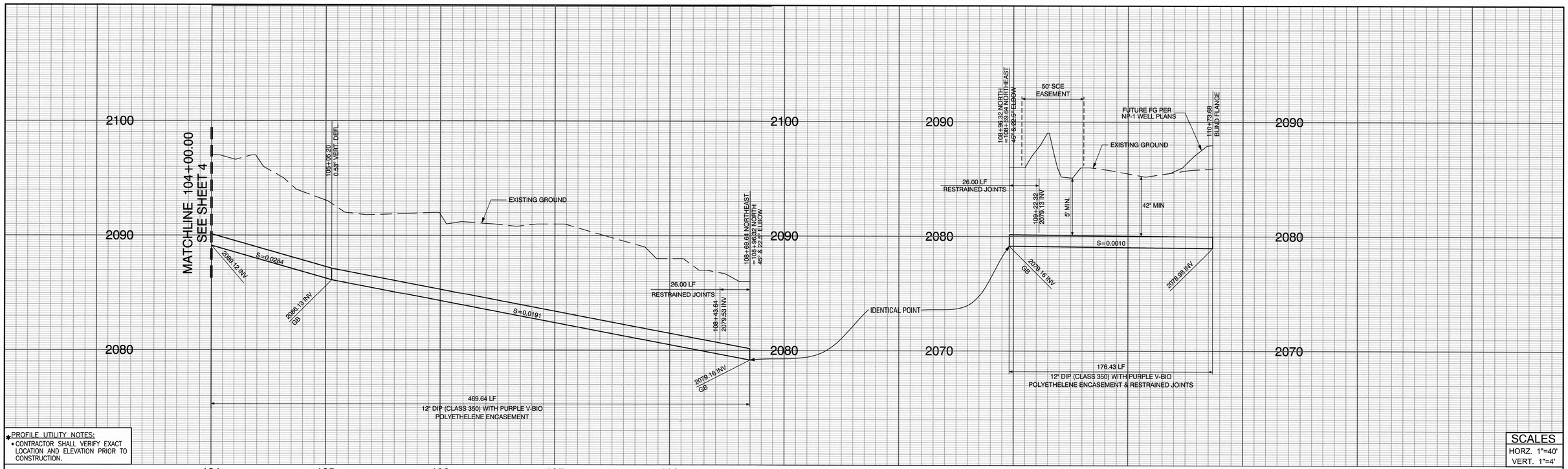
NON-POTABLE WATER IMPROVEMENT PLAN, NP-1 PUMP LINE



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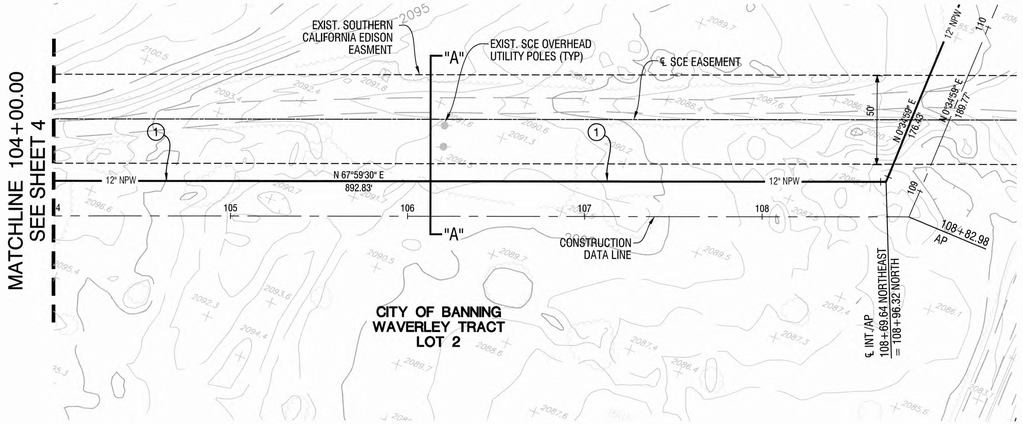

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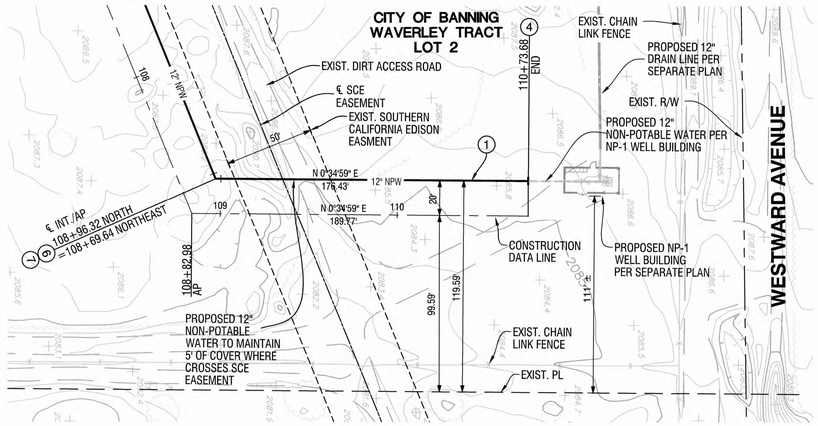

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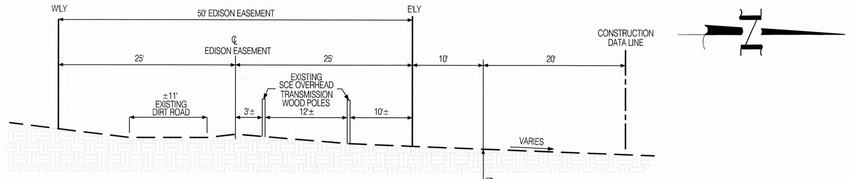
7. INSTALL 12" - 45° D.I.P. BEND



SECTION "A-A"
LOOKING NORTHEAST
NTS

0 20 40 80 160
1"=40' GRAPHIC SCALE

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CITY OF BANNING
NON-POTABLE WATER NP-1 PUMP LINE
PLAN AND PLOT
STA 104+00.00 TO STA 110+74.09

W.O. NO.
SHEET 5 OF 5
MAP FILE NO.

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Plot Date: 08.26.2019 12:12:51 PM By: jchu

NON-POTABLE WATER IMPROVEMENT PLAN, NP-1 PUMP LINE

NON-POTABLE WATER GENERAL NOTES:

1. THE INSTALLATION OF THE NON-POTABLE WATER SYSTEM SHALL BE ACCOMPLISHED UNDER THE APPROVAL, INSPECTION, AND TO THE SATISFACTION OF THE CITY OF BANNING (C.O.B.).
2. CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH C.O.B. AT (951) 922-3130 TWO (2) WORKING DAYS IN ADVANCE OF STARTING WORK. CONSTRUCTION SHALL BEGIN NO LATER THAN FIVE (5) DAYS AFTER THE PRE-CONSTRUCTION MEETING. C.O.B. SHALL BE NOTIFIED OF EACH WORKDAY THEREAFTER UNTIL COMPLETION OF THE PROJECT.
3. THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR PROVIDING ACCESS TO AND COOPERATION WITH THE CITY INSPECTOR TO PERFORM ALL INSPECTIONS AND TESTING.
4. CONNECTIONS TO THE EXISTING NON-POTABLE WATER FACILITIES SHALL BE PERFORMED BY A LICENSED CONTRACTOR IN ACCORDANCE WITH THE C.O.B. NON-POTABLE ONSITE DESIGN AND CONSTRUCTION STANDARDS.
5. THERE SHALL NEVER BE ANY DIRECT CONNECTIONS BETWEEN THE POTABLE AND NON-POTABLE WATER SYSTEMS.
6. NON-POTABLE WATER SHALL NOT BE USED FOR ANY PURPOSE OTHER THAN LANDSCAPE IRRIGATION AND APPROVED USES SUCH AS INDUSTRIAL USE OR IMPOUNDMENTS.
7. HOSE BIBS ARE PROHIBITED ON NON-POTABLE WATER SYSTEMS.
8. WATER USED IN HOSE BIBS SHALL BE POTABLE WATER AND ALL HOSE BIBS SHALL BE AFFIXED TO THE BUILDING.
9. THE POTABLE WATER SYSTEM SHALL BE PROTECTED BY AN APPROVED BACKFLOW PREVENTION DEVICE. THE NON-POTABLE WATER SERVICE WILL NORMALLY NOT REQUIRE BACKFLOW PROTECTION (AT C.O.B. DISCRETION).
10. A MINIMUM OF TEN (10) FEET HORIZONTAL SEPARATION MUST BE MAINTAINED AT ALL TIMES BETWEEN THE CONSTANT PRESSURE POTABLE AND NON-POTABLE WATER LINES. A MINIMUM OF ONE (1) FOOT VERTICAL SEPARATION MUST BE MAINTAINED AT ALL TIMES BETWEEN THE POTABLE AND NON-POTABLE WATER LINES WITH THE NON-POTABLE WATER LINE BELOW THE POTABLE.
11. ALL CROSSINGS BETWEEN POTABLE AND NON-POTABLE WATER LINES SHALL BE AS NEAR TO PERPENDICULAR AS POSSIBLE AND PIPE JOINTS OF NON-POTABLE WATER LINES SHALL BE LOCATED A MINIMUM OF FIVE (5) FEET AWAY FROM EITHER SIDE OF POTABLE WATER LINE.
12. SERVICE LINES FOR THE ONSITE POTABLE SYSTEM AND FILL LINES FOR WATER FEATURES CONNECTED TO THE POTABLE WATER SYSTEM SHALL BE CONSTRUCTED USING COPPER PIPE.
13. CONTINUOUS BLUE WARNING TAPE SHALL BE PLACED OVER THE COPPER POTABLE WATER PIPE IN THE TRENCH OF ALL PIPES CARRYING POTABLE WATER. REFER TO T. CHRISTY'S OR APPROVED EQUAL.
14. CONTINUOUS PURPLE WARNING TAPE SHALL BE PLACED OVER THE PIPE IN ALL TRENCHES CARRYING NON-POTABLE WATER. REFER TO T. CHRISTY'S OR APPROVED EQUAL.
15. NON-POTABLE WATER PIPING SHALL BE PURPLE AND IDENTIFIED AS NON-POTABLE WATER BY CONTINUOUS MARKING ON BOTH SIDES. THE MARKING SHALL INCLUDE THE FOLLOWING: "WARNING RECYCLED WATER - DO NOT DRINK". NOMINAL PIPE SIZE, PRESSURE RATING, AND ASTM DESIGNATIONS.
16. NON-POTABLE WATER ISOLATION AND CONTROL VALVE BOXES SHALL BE WEATHERPROOF PURPLE PLASTIC AND MARKED " NON-POTABLE WATER". *NOTE - ALL CONTROL VALVES SHALL BE BURIED BELOW GRADE AUTOMATIC CONTROL VALVES OPERATED BY PROGRAMMABLE CONTROLLER. ABOVE GROUND ANTI-SIPHON CONTROL VALVES ARE NOT ALLOWED.
17. ALL NON-POTABLE WATER IRRIGATION SYSTEM CONTROL VALVES, ISOLATION VALVES, QUICK COUPLERS, REGULATORS, AND APPURTENANCES SHALL BE TAGGED. IDENTIFICATION SHALL BE WEATHERPROOF PURPLE PLASTIC, 3 INCHES BY 4 INCHES, AND IMPRINTED WITH WARNING "RECYCLED WATER - DO NOT DRINK." REFER TO T. CHRISTY'S OR APPROVED EQUAL..
18. ALL AREAS WHERE NON-POTABLE WATER IS USED SHALL BE POSTED WITH APPROVED SIGNAGE. EACH SIGN SHALL STATE "RECYCLED WATER - DO NOT DRINK" AND DISPLAY THE INTERNATIONAL "DO NOT DRINK" SYMBOL.
19. BEFORE ACTIVATION OF THE POTABLE WATER SERVICE, THE BACKFLOW DEVICE SHALL BE TESTED AND APPROVED BY A LICENSED BACKFLOW TESTER. ARRANGEMENTS WITH C.O.B. MUST BE MADE AT LEAST TWO (2) WORKING DAYS IN ADVANCE TO TURN ON THE POTABLE SERVICE TO ALLOW TESTING OF THE DEVICE. POTABLE WATER SERVICE WILL NOT BE ACTIVATED UNTIL THE BACKFLOW DEVICE PASSES INSPECTION.
20. BEFORE ACTIVATION OF THE NON-POTABLE WATER SERVICE, A CROSS CONNECTION TEST AND FINAL INSPECTION AND APPROVAL OF THE IRRIGATION SYSTEM SHALL BE PERFORMED. THE PROPERTY OWNER OR CONTRACTOR SHALL ARRANGE WITH THE DISTRICT FOR AN IRRIGATION COVERAGE TEST AND MAKE ANY MODIFICATIONS OR ADJUSTMENTS DEEMED REQUIRED BEFORE FINAL APPROVAL.
21. ALL SPRAY HEADS SHALL BE ADJUSTED TO ELIMINATE OVERSPRAY AND RUNOFF ONTO ADJACENT HARDSCAPES, DRINKING FOUNTAINS OR WATER FEATURES, AND OUTDOOR FURNITURE SUCH AS PICNIC TABLES, ETC.
22. NON-POTABLE WATER IRRIGATION SYSTEMS SHALL ONLY BE OPERATED BETWEEN THE HOURS OF 9:00 PM AND 6:00 AM.
23. FAILURE TO COMPLY WITH ANY OF THE CITY OF BANNING STANDARDS MAY RESULT IN TERMINATION OF NON-POTABLE WATER AND/OR POTABLE WATER SERVICE.

NOTE NON-POTABLE WATER TRENCH BACKFILL:
USE CITY STANDARD NO. W-30, W-31 FOR WATER

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF WESTWARD AVENUE, SHOWN AS SOUTH 89°36'00" E, PER PARCEL MAP NO. 24908, AS FILED IN BOOK 174, PAGES 64 AND 65 IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, CALIFORNIA.

CCS ZONE 6
CENTERLINE INTERSECTION WESTWARD AVENUE & HATHAWAY STREET. N 2278291.83 E 6376381.23
CENTERLINE INTERSECTION WESTWARD AVENUE & SCOTT STREET N 2278273.40 E 6379021.27

BENCHMARK

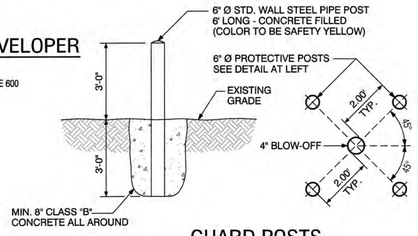
BRASS DISK IN CONCRETE 41' N/O N'L YRAIL IN RR R/W 1.0 MILES EAST OF SAN GORGONIO AVENUE
BM #603.91 (DX 1081).
ELEVATION 2242.57

APPLICANT/DEVELOPER

PARDEE HOMES
1250 CORONA POINTE COURT, SUITE 600
CORONA, CA 92879
(951) 428-4400
CONTACT: MICHAEL HEISHMAN

OWNER

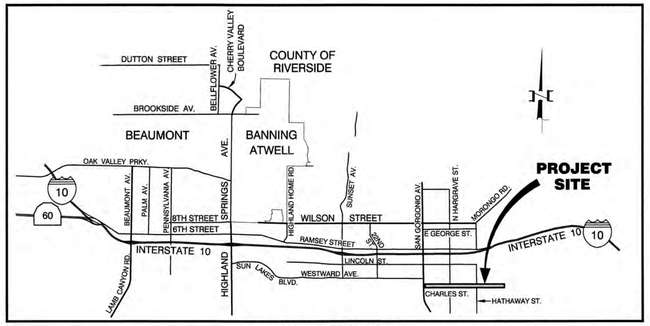
CITY OF BANNING
99 E. RAMSEY STREET
BANNING, CA 92220
PH: (951) 922-3130



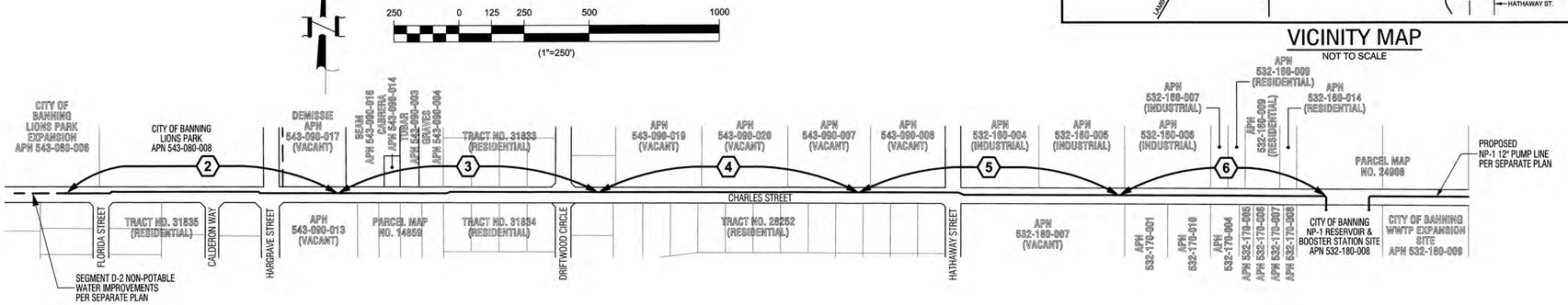
13 GUARD POSTS
NTS

IN THE CITY OF BANNING, STATE OF CALIFORNIA

NON-POTABLE WATER IMPROVEMENT PLAN SEGMENT D-1



VICINITY MAP
NOT TO SCALE



ENGINEER'S NOTICE TO CONTRACTORS

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND OR OVERHEAD UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE APPROXIMATE. THE ENGINEER ASSUMES NO LIABILITY AS TO THE EXACT LOCATION OF SAID LINES NOT FOR UTILITIES OR IRRIGATION LINES WHOSE LOCATION ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY AND IRRIGATION COMPANIES PRIOR TO WORK AND ACCURATELY IDENTIFY THESE LOCATIONS, WHETHER OR NOT SHOWN HEREON. AND IS RESPONSIBLE FOR ANY DAMAGE OR PROTECTION OF THESE LINES. PHASED UTILITY RELOCATIONS MAY BE NECESSARY AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY OR CLOSELY COORDINATE HIS ACTIVITIES WITH THOSE OF ALL UTILITY COMPANIES. THE CONTRACTOR SHALL CALL IN A LOCATION REQUEST TO UNDERGROUND SERVICE ALERT (U.S.A.) PHONE 1-800-227-2600 TWO (2) WORKING DAYS PRIOR TO DIGGING. NO CONSTRUCTION PERMIT ISSUED BY PUBLIC WORKS DEPARTMENT SHALL BE VALID INVOLVING UNDERGROUND FACILITIES UNLESS THE APPLICANT HAS AN INQUIRY IDENTIFICATION NUMBER ISSUED BY U.S.A.

THE ESTIMATED QUANTITY FOR EACH SPECIFIC ITEM OF THE WORK DESIGNATED ON THE PLANS SHALL BE CONSIDERED AS APPROXIMATE ONLY AND NO GUARANTEE IS MADE THAT THE QUANTITIES WHICH CAN ONLY BE DETERMINED BY COMPUTATIONS, BASED ON THE DETAILS AND DIMENSIONS SHOWN ON THE PLANS, WILL EQUAL THE ESTIMATED QUANTITIES. THE ESTIMATE OF QUANTITIES IS PROVIDED BY THE ENGINEER ONLY FOR THE CONVENIENCE OF THE OWNER, THE CONTRACTOR SHALL MAKE HIS OWN DETERMINATION AND BE RESPONSIBLE FOR HIS OWN CONSTRUCTION QUANTITIES BEFORE SUBMITTING A BID. ANY ITEM OF WORK, OR PORTION THEREOF, REQUIRED BY THESE PLANS WHICH IS NOT SPECIFICALLY LISTED IN THE ESTIMATE OF QUANTITIES SHALL BE CONSIDERED AS INCLUDED IN THE OTHER ITEMS OF WORK.

NON-POTABLE WATER LEGEND

- NPW — PROPOSED NON-POTABLE WATER MAIN
- GATE VALVE OR BUTTERFLY VALVE
- AIR & VACUUM VALVE ASSEMBLY
- BLOW-OFF ASSEMBLY
- LANDSCAPE WATER METER
- PAVEMENT REMOVE & REPLACE
- SS x — EXISTING SANITARY SEWER
- WAT x — EXISTING DOMESTIC WATER
- SD x — EXISTING STORM DRAIN
- GAS x — EXISTING GAS
- TELE x — EXISTING TELEPHONE
- CAT x — EXISTING CATV
- ELEC x — EXISTING ELECTRIC
- EXISTING FIRE HYDRANT
- EXISTING SANITARY SEWER LATERAL
- EXISTING WATER METER

CONSTRUCTION NOTES AND ESTIMATED QUANTITIES:

	NON-POTABLE WATER IMPROVEMENT PLAN	UNIT	QUANTITY
1	INSTALL 24" DIP (CLASS 250) WITH PURPLE V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31	LF	4,899
2	INSTALL 24" BUTTERFLY VALVE PER CITY STD. DWG. NO. W-20	EA	6
3	ADJUST VALVE COVER TO GRADE PER CITY STD. DWG. NO. W-20	EA	13
4	INSTALL 24" DIP BLIND FLANGE	EA	2
5	REMOVE AND REPLACE EXISTING AC PAVEMENT OVER BASE IN KIND PER CITY STD. DWG. NO. W-30	SF	19,053
6	INSTALL 24" - 22.5° D.I.P. BEND	EA	4
7	INSTALL 24" - 45° D.I.P. BEND	EA	10
9	INSTALL 4" SERVICE AND 4" METER PER CITY STD. DWG. NO. W-8	EA	1
10	INSTALL 4" BLOW-OFF VALVE ASSEMBLY PER CITY STD. DWG. NO. N-19	EA	6
11	REMOVE EXISTING 8" VCP SEWER	LF	27
12	PLUG EXISTING MANHOLE (WEST SIDE)	EA	1
13	INSTALL GUARD POST PER DET. SHT. NO. 1	EA	6
14	REMOVE AND REPLACE EXISTING CURB & GUTTER IN KIND	SF	60
15	REMOVE AND REPLACE EXISTING SIDEWALK IN KIND	SF	100
16	REMOVE AND REPLACE EXISTING CROSS GUTTER IN KIND	LF	20
17	INSTALL 4" REDUCED PRESSURE BACKFLOW ASSEMBLY PER CITY STD. DWG. NO. W-11	EA	1
18	INSTALL 2" AIR AND VACUUM ASSEMBLY PER CITY STD. DWG. NO. N-15	EA	4
19	INSTALL 2" SERVICE WITH 1" METER PER CITY STD. DWG. NO. N-7	EA	1
20	INSTALL 6" SERVICE WITH 3" METER PER CITY STD. DWG. NO. W-9	EA	1
21	INSTALL 24" - 11.25° D.I.P. BEND	EA	2
22	INSTALL 2" REDUCED PRESSURE BACKFLOW ASSEMBLY PR CITY STD. DWG. W-11	EA	1
23	INSTALL 6" REDUCED PRESSURE BACKFLOW ASSEMBLY PR CITY STD. DWG. W-11	EA	1

ABBREVIATIONS

HP	HIGH POINT
LP	LOW POINT
PI	POINT OF INTERSECTION
SD	STORM DRAIN
SS	SANITARY SEWER
DW	POTABLE WATER
RCW	NON-POTABLE WATER
G	GAS
NO.	NUMBER
Δ	DELTA
R	RADIUS
L	LENGTH
MIN	MINIMUM
MAX	MAXIMUM
ST	STREET
PA	PLANNING AREA
AVG.	AVERAGE
R/W	RIGHT OF WAY
RW	RETAINING WALL
TC	TOP OF CURB
GB	GRADE BREAK
FL	FLOWLINE
BVC	BEGIN VERTICAL CURVE
MVC	MIDDLE VERTICAL CURVE
EVC	END VERTICAL CURVE
VC	VERTICAL CURVE
EX.	EXISTING
CL	CENTERLINE
F.F.	FINISHED FLOOR
BCR	BEGIN CURB RETURN
ECR	END CURB RETURN
FG	FINISHED GRADE
TG	TOP OF GRATE
INV	INVERT
LF	LINEAR FEET
EA	EACH
SF	SQUARE FEET
CY	CUBIC YARDS
AC	ASPHALT CONCRETE
AB	AGGREGATE BASE
CONC	CONCRETE
RCP	REINFORCED CONCRETE PIPE
CMP	CORRUGATED METAL PIPE
NG	NATURAL GROUND
CF	CURB FACE
TYP	TYPICAL
PVC	POLYVINYL CHLORIDE PIPE
VCP	VITREOUS CONCRETE PIPE

NOTIFICATIONS

AT LEAST 48 HOURS PRIOR TO COMMENCING CONSTRUCTION, CONTRACTOR SHALL NOTIFY:

WATER
CITY OF BANNING
99 EAST RAMSEY STREET
BANNING,CA 92220
(951) 922-3281

SEWER
CITY OF BANNING
99 EAST RAMSEY STREET
BANNING,CA 92220
(951) 922-3281

ELECTRIC
CITY OF BANNING
176 EAST LINCOLN STREET
BANNING,CA 92220
(951) 922-3260

GAS
SOUTHERN CALIFORNIA GAS COMPANY
1981 WEST LUGONIA AVENUE
REDLANDS, CA 92374
(909) 792-2187

TRASH
CITY OF BANNING
C/O WASTE MANAGEMENT
99 EAST RAMSEY STREET
BANNING,CA 92220
(951) 922-3130

TELEPHONE
FRONTIER COMMUNICATIONS
280 SOUTH LOCUST STREET
POMONA,CA 92363
(909) 397-0042

CABLE
SPECTRUM CABLE
7337 CENTRAL AVENUE
RIVERSIDE,CA 92504
(951) 329-9497

STORM DRAIN
CITY OF BANNING
99 EAST RAMSEY STREET
BANNING,CA 92220
(951) 922-3130

SHEET INDEX

SHEET 1 TITLE SHEET AND SHEET INDEX MAP
SHEET 2-6 NON-POTABLE WATER IMPROVEMENT PLAN AND PROFILE

NOTES:

1 CONTRACTOR TO VERIFY EXISTING LOCATION, VERTICALLY AND HORIZONTALLY, OF EXISTING DOMESTIC WATER SERVICE, WHERE CROSSES PROPOSED NON-POTABLE WATER MAIN AND ADJUST SERVICE AS NEEDED TO MAINTAIN 12" OF VERTICAL SEPARATION.

2 EXISTING 4" SEWER LATERAL CROSSING

RECOMMENDED FOR ACCEPTANCE BY:

STEVEN LATINO, PE.
ENGINEERING RESOURCES OF SOUTHERN CALIFORNIA, INC.

Underground Service Alert
DIG ALERT — KNOW BEFORE YOU DIG
Call:TOLL FREE 1-800 423-4133
TWO WORKING DAYS BEFORE YOU DIG

MARK	REVISIONS	APPR.	DATE

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21
SENIOR CIVIL ENGINEER
1/23/2020 DATE

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/20
PUBLIC WORKS DIRECTOR/CITY ENGINEER
2/25/20 DATE

SEAL – ENGINEER
REGISTERED PROFESSIONAL ENGINEER — EDWARD J. LENTH — No. 052496 — Exp. 12-31-20 — CIVIL — STATE OF CALIFORNIA

SUBMITTED BY:
EDWARD J. LENTH
RCE# 052496 EXP.12-31-20
11/6/20 DATE

PREPARED BY:
MDS CONSULTING — MORSE SCHULTZ
17320 Redhill Avenue Suite 350 Irvine, CA 92614 Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SCALE: HORIZ:	1" = 40'
VERT:	1" = 4'
DATE:	8/23/19
DRAWN BY:	JC
DESIGNED BY:	JC
CHECKED BY:	EL

PREPARED FOR:
BANNING, CA — STAGECOACH TOWN USA — Proud History • Prosperous Tomorrow
COUNTY OF RIVERSIDE
CALIFORNIA

CITY OF BANNING
NON–POTABLE WATER SEGMENT D–1

TITLE SHEET AND SHEET INDEX MAP

W.O. NO.

SHEET 1 OF 6

MAP FILE NO.

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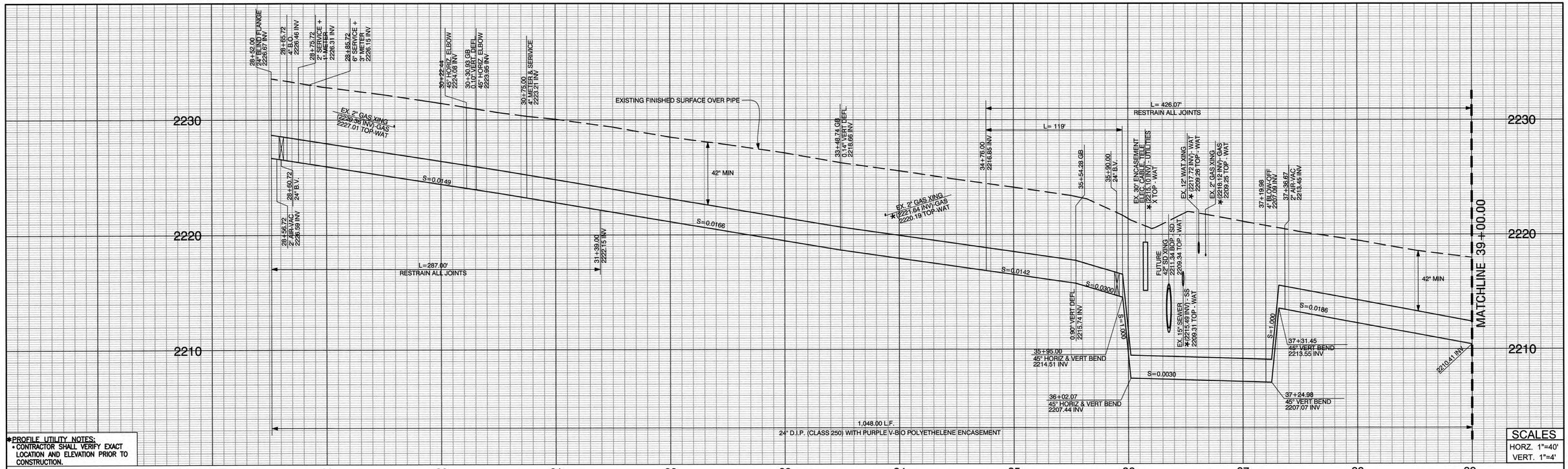
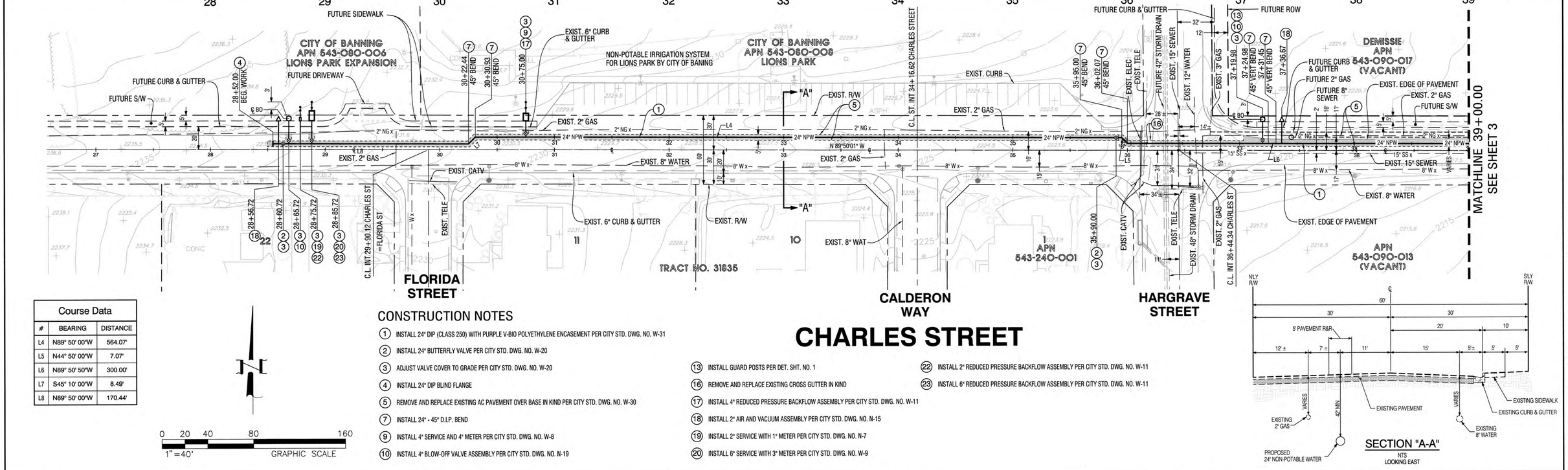
NON-POTABLE WATER IMPROVEMENT PLAN, SEGMENT D-1



PROFILE UTILITY NOTES:
- CONTRACTOR SHALL VERIFY EXACT LOCATION AND ELEVATION PRIOR TO CONSTRUCTION.

SCALES
HORZ. 1"=40'
VERT. 1"=4'



Course Data		
#	BEARING	DISTANCE
L4	N89° 50' 00"W	564.07'
L5	N44° 50' 00"W	7.07'
L6	N89° 50' 50"W	300.00'
L7	S45° 10' 00"W	8.49'
L8	N89° 50' 00"W	170.44'

0 20 40 80 160
1" =40' GRAPHIC SCALE

CONSTRUCTION NOTES

1. INSTALL 24" DIP (CLASS 250) WITH PURPLE V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31
2. INSTALL 24" BUTTERFLY VALVE PER CITY STD. DWG. NO. W-20
3. ADJUST VALVE COVER TO GRADE PER CITY STD. DWG. NO. W-20
4. INSTALL 24" DIP BLIND FLANGE
5. REMOVE AND REPLACE EXISTING AC PAVEMENT OVER BASE IN KIND PER CITY STD. DWG. NO. W-30
7. INSTALL 24" - 45° D.I.P. BEND
9. INSTALL 4" SERVICE AND 4" METER PER CITY STD. DWG. NO. W-8
10. INSTALL 4" BLOW-OFF VALVE ASSEMBLY PER CITY STD. DWG. NO. N-19
13. INSTALL GUARD POSTS PER DET. SHT. NO. 1
16. REMOVE AND REPLACE EXISTING CROSS GUTTER IN KIND
17. INSTALL 4" REDUCED PRESSURE BACKFLOW ASSEMBLY PER CITY STD. DWG. NO. W-11
18. INSTALL 2" AIR AND VACUUM ASSEMBLY PER CITY STD. DWG. NO. N-15
19. INSTALL 2" SERVICE WITH 1" METER PER CITY STD. DWG. NO. N-7
20. INSTALL 6" SERVICE WITH 3" METER PER CITY STD. DWG. NO. W-9
22. INSTALL 2" REDUCED PRESSURE BACKFLOW ASSEMBLY PER CITY STD. DWG. NO. W-11
23. INSTALL 6" REDUCED PRESSURE BACKFLOW ASSEMBLY PER CITY STD. DWG. NO. W-11

CHARLES STREET

SECTION "A-A"
NTS
LOOKING EAST

Underground Service Alert
CALL BEFORE YOU DIG
Call:TOLL FREE
1-800
423-4133
TWO WORKING DAYS BEFORE YOU DIG

MARK	REVISIONS	APPR.	DATE

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21
SENIOR CIVIL ENGINEER
1/23/2020 DATE

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/20
PUBLIC WORKS DIRECTOR/CITY ENGINEER
3/25/20 DATE

SEAL – ENGINEER
REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTH
No. 052496
Exp. 12-31-20
CIVIL
STATE OF CALIFORNIA

SUBMITTED BY:
EDWARD J. LENTH DATE
RCE# 052496 EXP.12-31-20

PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SCALE: HORIZ: 1" = 40' VERT: 1" = 4'	
DATE:	8/23/19
DRAWN BY:	JC
DESIGNED BY:	JC
CHECKED BY:	EL

PREPARED FOR:
BANNING CA
STAGECOACH TOWN USA
Proud History • Prosperous Tomorrow
COUNTY OF RIVERSIDE
CALIFORNIA

CITY OF BANNING
NON-POTABLE WATER SEGMENT D-1
PLAN AND PROFILE
CHARLES STREET
STA 28+55.00 TO STA 39+00.00

W.O. NO.
SHEET 2 OF 6
MAP FILE NO.

NON-POTABLE WATER IMPROVEMENT PLAN, SEGMENT D-1

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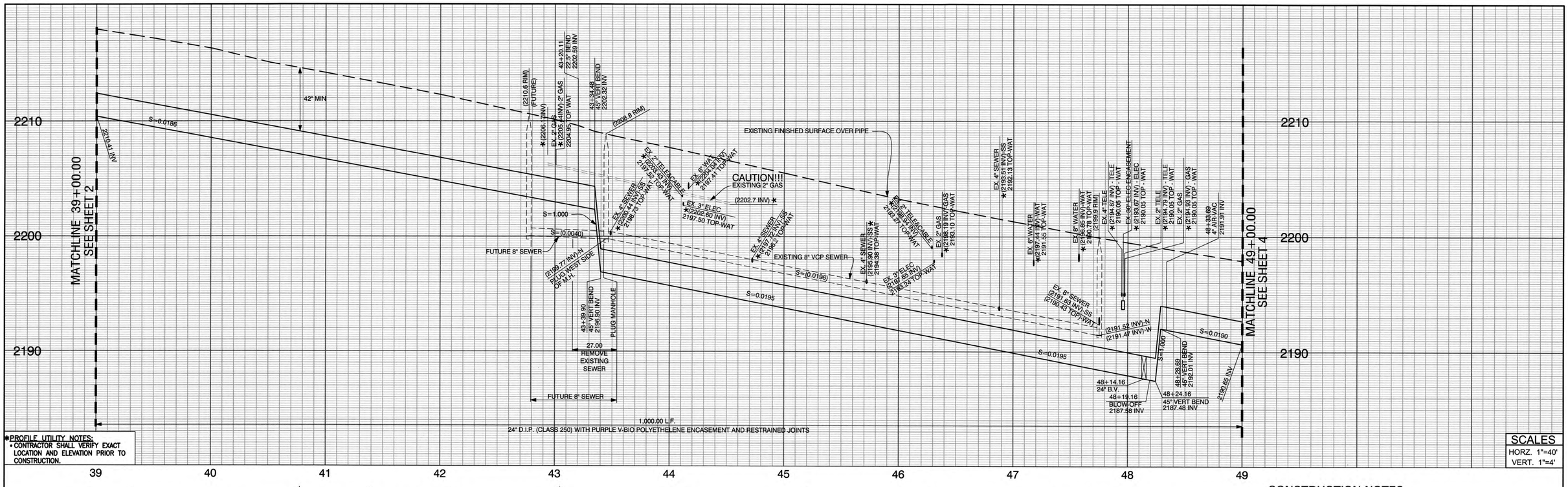
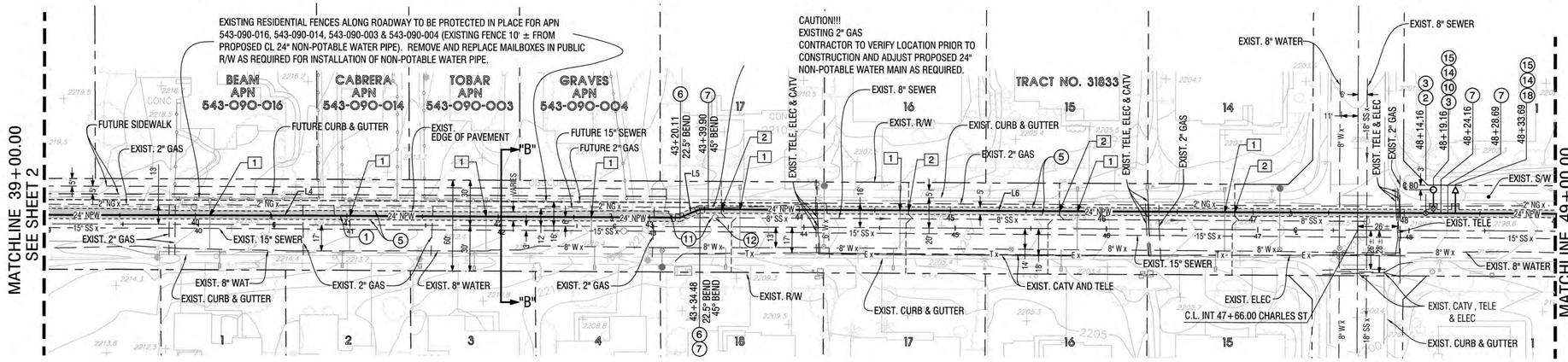


PROFILE UTILITY NOTES:
- CONTRACTOR SHALL VERIFY EXACT LOCATION AND ELEVATION PRIOR TO CONSTRUCTION.

SCALES
HORZ. 1"=40'
VERT. 1"=4'



Course Data		
#	BEARING	DISTANCE
L4	N89° 50' 50"W	418.04'
L5	N67° 39' 10"E	14.37'
L6	N89° 50' 50"W	568.68'

0 20 40 80 160
1"=40' GRAPHIC SCALE

CHARLES STREET

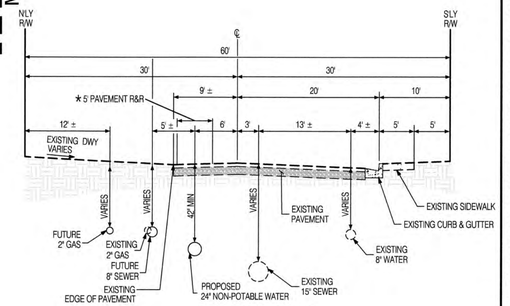
NOTES:

1. CONTRACTOR TO VERIFY EXISTING LOCATION, VERTICALLY AND HORIZONTALLY, OF EXISTING DOMESTIC WATER SERVICE, WHERE CROSSES PROPOSED NON-POTABLE WATER MAIN AND ADJUST SERVICE AS NEEDED TO MAINTAIN 12" OF VERTICAL SEPARATION.
2. EXISTING 4" SEWER LATERAL CROSSING

DRIFTWOOD CIRCLE

CONSTRUCTION NOTES

1. INSTALL 24" DIP (CLASS 250) WITH PURPLE V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31
2. INSTALL 24" BUTTERFLY VALVE PER CITY STD. DWG. NO. W-20
3. ADJUST VALVE COVER TO GRADE PER CITY STD. DWG. NO. W-20
5. REMOVE AND REPLACE EXISTING AC PAVEMENT OVER BASE IN KIND PER CITY STD. DWG. NO. W-30
6. INSTALL 24" - 22.5° D.I.P. BEND
7. INSTALL 24" - 45° D.I.P. BEND
10. INSTALL 4" BLOW-OFF VALVE ASSEMBLY PER CITY STD. DWG. NO. N-19
11. REMOVE EXISTING 8" VCP SEWER
12. PLUG EXISTING MANHOLE (WEST SIDE)
14. REMOVE AND REPLACE EXISTING CURB & GUTTER IN KIND
15. REMOVE AND REPLACE EXISTING SIDEWALK IN KIND
18. INSTALL 2" AIR AND VACUUM ASSEMBLY PER CITY STD. DWG. NO. N-15



SECTION "B-B"

NTS
LOOKING EAST ★ R&R TO EDGE OF PAVEMENT PER FIELD CONDITIONS

Underground Service Alert
CALL BEFORE YOU DIG
Call:TOLL FREE
1-800
423-4133
TWO WORKING DAYS BEFORE YOU DIG

MARK	REVISIONS	APPR.	DATE

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21 SENIOR CIVIL ENGINEER — DATE 1/23/2020

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/20 PUBLIC WORKS DIRECTOR/CITY ENGINEER — DATE 3/25/20

SEAL – ENGINEER
REGISTERED PROFESSIONAL ENGINEER — EDWARD J. LENTH — No. 052496 — Exp. 12-31-20 — CIVIL — STATE OF CALIFORNIA

SUBMITTED BY:
EDWARD J. LENTH RCE# 052496 EXP.12-31-20 — DATE 11/16/20

PREPARED BY:
MDS CONSULTING — MORSE SCHULTZ
17320 Redhill Avenue
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SCALE:	HORIZ: 1" = 40' VERT: 1" = 4'
DATE:	8/23/19
DRAWN BY:	JC
DESIGNED BY:	JC
CHECKED BY:	EL

PREPARED FOR:
BANNING, CA — Pass Area of Opportunity — STAGECOACH TOWN USA — Proud History • Prosperous Tomorrow
COUNTY OF RIVERSIDE CALIFORNIA

CITY OF BANNING
NON-POTABLE WATER SEGMENT D-1

PLAN AND PROFILE
CHARLES STREET
STA 39+00.00 TO STA 49+00.00

W.O. NO.

SHEET 3 OF 6

MAP FILE NO.

NON-POTABLE WATER IMPROVEMENT PLAN, SEGMENT D-1

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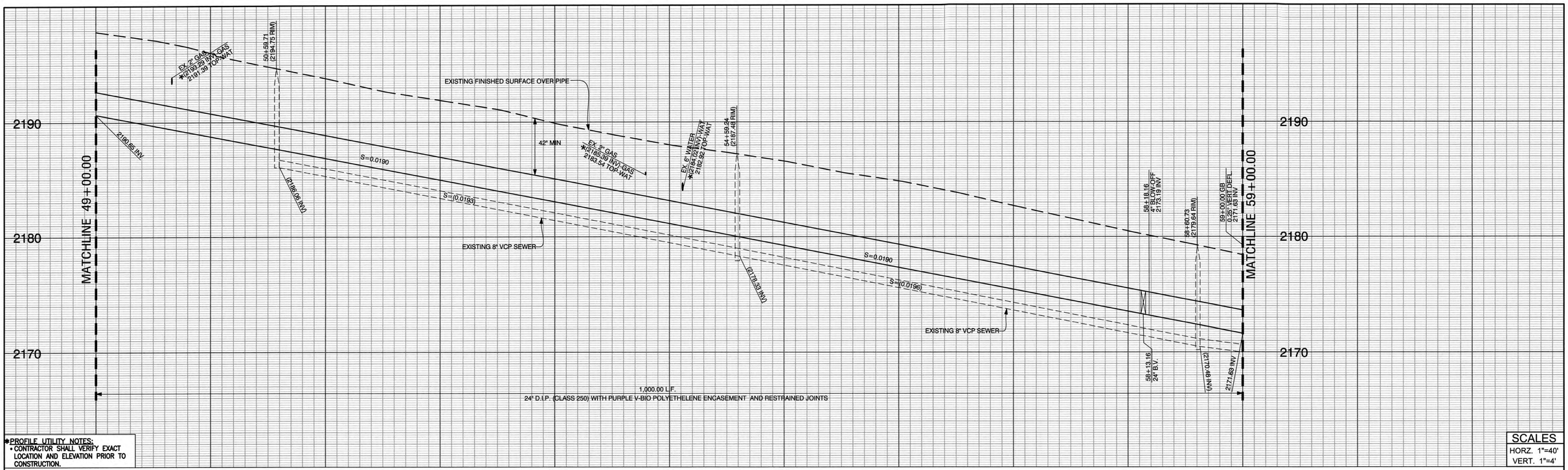

PROFILE UTILITY NOTES:
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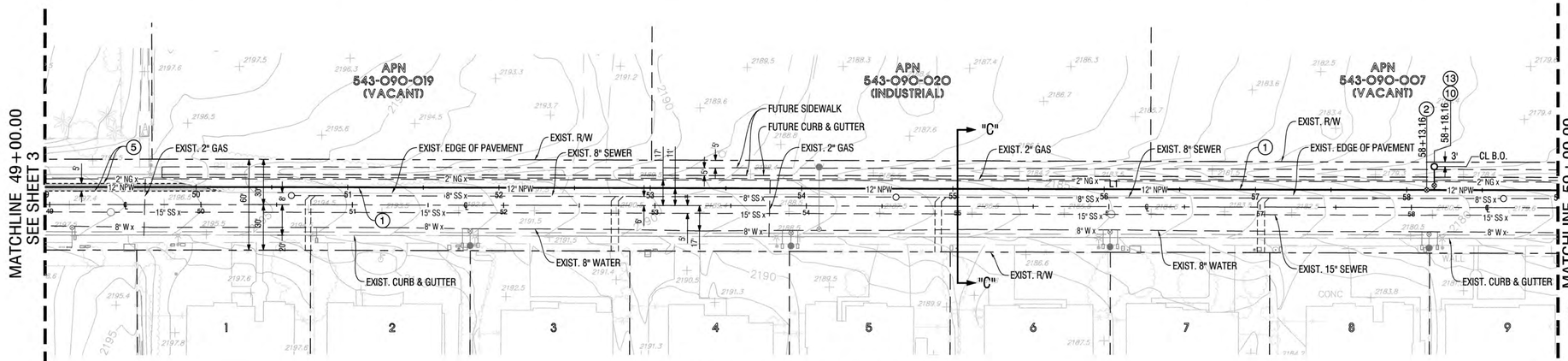
VERT. 1"=4'



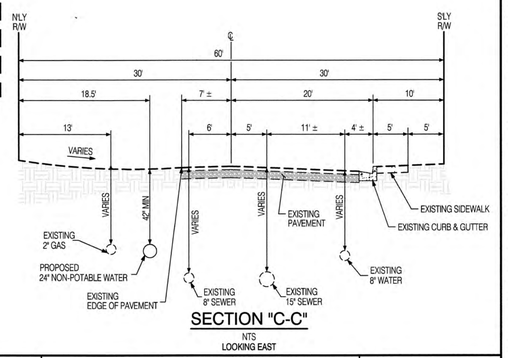
CONSTRUCTION NOTES

1. INSTALL 24" DIP (CLASS 250) WITH PURPLE V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31
2. INSTALL 24" BUTTERFLY VALVE PER CITY STD. DWG. NO. W-20
5. REMOVE AND REPLACE EXISTING AC PAVEMENT OVER BASE IN KIND PER CITY STD. DWG. NO. W-30
10. INSTALL 4" BLOW-OFF VALVE ASSEMBLY PER CITY STD. DWG. NO. N-19
13. INSTALL GUARD POSTS PER DET. SHT. NO. 1

CHARLES STREET

Course Data		
#	BEARING	DISTANCE
L1	N89° 50' 50"W	1000.00'

0 20 40 80 160
1" = 40' GRAPHIC SCALE



SECTION "C-C"
NTS
LOOKING EAST

Underground Service Alert
CALL BEFORE YOU DIG
Call:TOLL FREE
1-800
423-4133
TWO WORKING DAYS BEFORE YOU DIG

MARK	REVISIONS	APPR.	DATE

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21
SENIOR CIVIL ENGINEER
DATE 1/23/2020

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/20
PUBLIC WORKS DIRECTOR/CITY ENGINEER
DATE 3/25/20

SEAL – ENGINEER
REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTH
No. 052496
Exp. 12-31-20
CIVIL
STATE OF CALIFORNIA

SUBMITTED BY:
EDWARD J. LENTH
RCE# 052496 EXP.12-31-20
DATE 1/16/20

PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SCALE: HORIZ:	1" = 40'
VERT:	1" = 4'
DATE:	8/23/19
DRAWN BY:	JC
DESIGNED BY:	JC
CHECKED BY:	EL

PREPARED FOR:
BANNING, CA
Proud History • Prosperous Tomorrow
STAGECOACH TOWN USA
COUNTY OF RIVERSIDE
CALIFORNIA

CITY OF BANNING
NON-POTABLE WATER SEGMENT D-1
PLAN AND PROFILE
CHARLES STREET
STA 49+00.00 TO STA 59+00.00

W.O. NO. _____
SHEET 4 OF 6
MAP FILE NO.

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Last Edit: 01.16.2020 03:59:53 PM By: jchu

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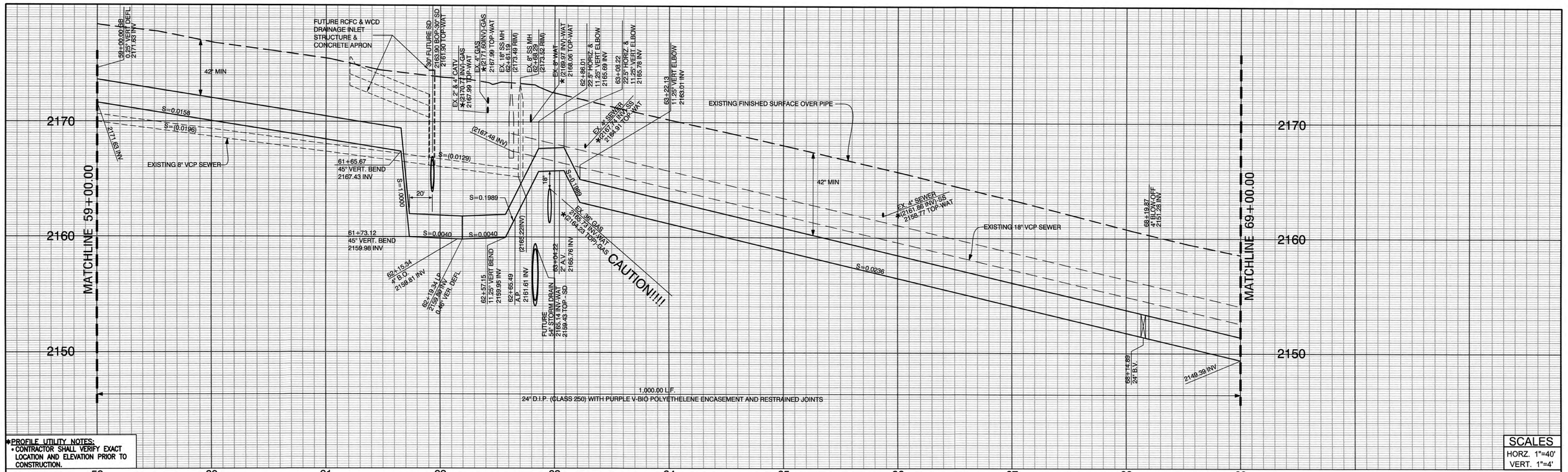
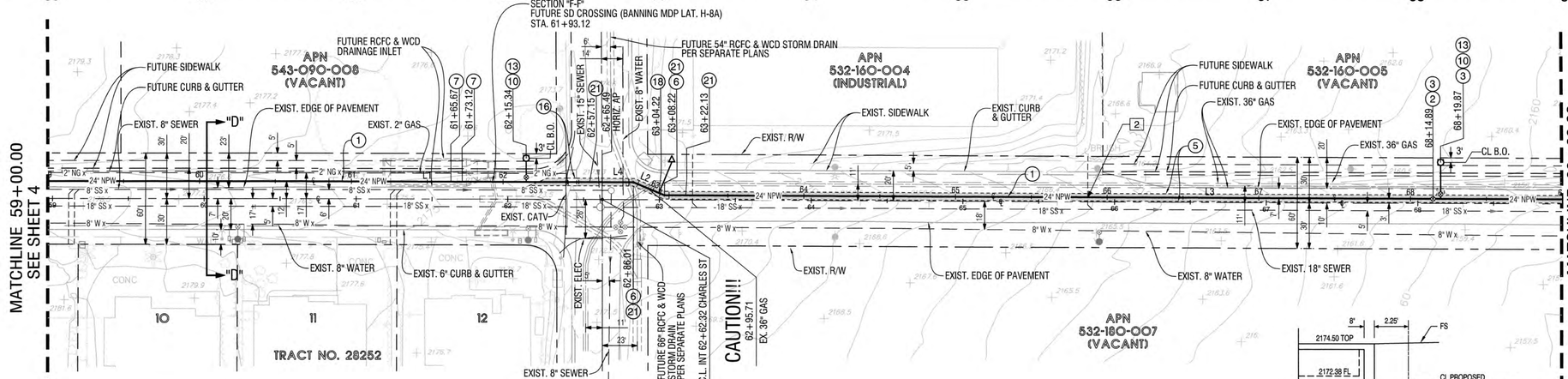
NON-POTABLE WATER IMPROVEMENT PLAN, SEGMENT D-1



PROFILE UTILITY NOTES:
- CONTRACTOR SHALL VERIFY EXACT LOCATION AND ELEVATION PRIOR TO CONSTRUCTION.

SCALES	
HORZ.	1"=40'
VERT.	1"=4'

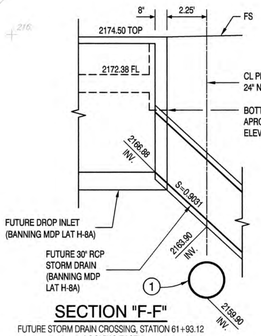


Course Data		
#	BEARING	DISTANCE
L1	N89° 50' 50"W	362.33'
L2	N67° 15' 30"W	22.21'
L3	N89° 45' 30"W	596.65'
L4	N89° 45' 30"W	20.52'

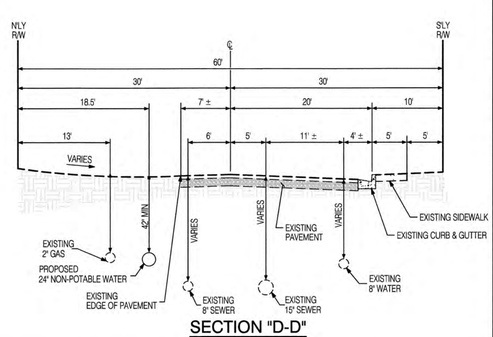
0 20 40 80 160
1"=40' GRAPHIC SCALE

NOTES:

2 EXISTING 4" SEWER LATERAL CROSSING



SECTION "F-F"
FUTURE STORM DRAIN CROSSING, STATION 61+93.12
LOOKING EAST
NTS



SECTION "D-D"
NTS
LOOKING EAST

CONSTRUCTION NOTES

1. INSTALL 24" DIP (CLASS 250) WITH PURPLE V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31
2. INSTALL 24" BUTTERFLY VALVE PER CITY STD. DWG. NO. W-20
3. ADJUST VALVE COVER TO GRADE PER CITY STD. DWG. NO. W-20
5. REMOVE AND REPLACE EXISTING AC PAVEMENT OVER BASE IN KIND PER CITY STD. DWG. NO. W-30
6. INSTALL 24" - 22.5° D.I.P. BEND
7. INSTALL 24" - 45° D.I.P. BEND
10. INSTALL 4" BLOW-OFF VALVE ASSEMBLY PER CITY STD. DWG. NO. N-19
13. INSTALL GUARD POSTS PER DET. SHT. NO. 1
16. REMOVE AND REPLACE EXISTING CROSS GUTTER IN KIND
18. INSTALL 2" AIR AND VACUUM ASSEMBLY PER CITY STD. DWG. NO. N-15
21. INSTALL 24" - 11.25° D.I.P. BEND

Underground Service Alert
CALL BEFORE YOU DIG
Call:TOLL FREE 1-800 423-4133
TWO WORKING DAYS BEFORE YOU DIG

MARK	REVISIONS	APPR.	DATE

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21
SENIOR CIVIL ENGINEER — DATE 1/23/2020

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/20
PUBLIC WORKS DIRECTOR/CITY ENGINEER — DATE 3/25/20

SEAL – ENGINEER
REGISTERED PROFESSIONAL ENGINEER — EDWARD J. LENTH — No. 052496 Exp. 12-31-20 — CIVIL — STATE OF CALIFORNIA

SUBMITTED BY:
EDWARD J. LENTH
RCE# 052496 EXP.12-31-20
DATE 1/16/20

PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SCALE:	HORIZ: 1" = 40' VERT: 1" = 4'
DATE:	8/23/19
DRAWN BY:	JC
DESIGNED BY:	JC
CHECKED BY:	EL

PREPARED FOR:
BANNING, CA — STAGECOACH TOWN USA — Proud History • Prosperous Tomorrow
COUNTY OF RIVERSIDE
CALIFORNIA

CITY OF BANNING
NON–POTABLE WATER SEGMENT D–1
PLAN AND PROFILE
CHARLES STREET
STA 59+00.00 TO STA 69+00.00

W.O. NO.
SHEET 5 OF 6
MAP FILE NO.

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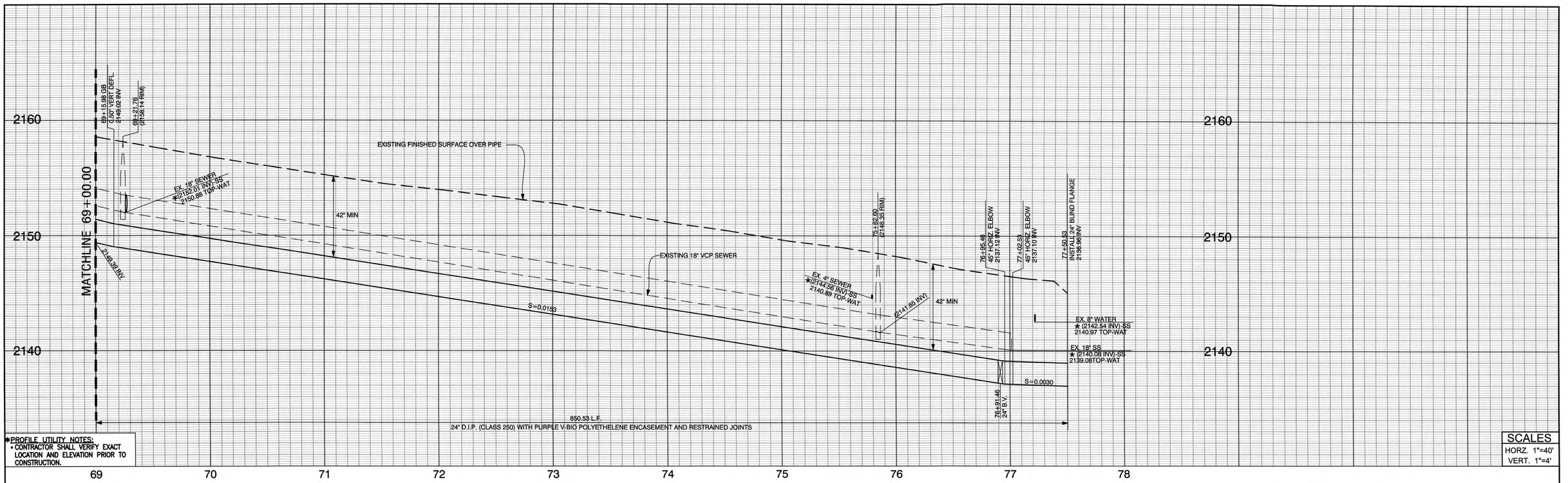
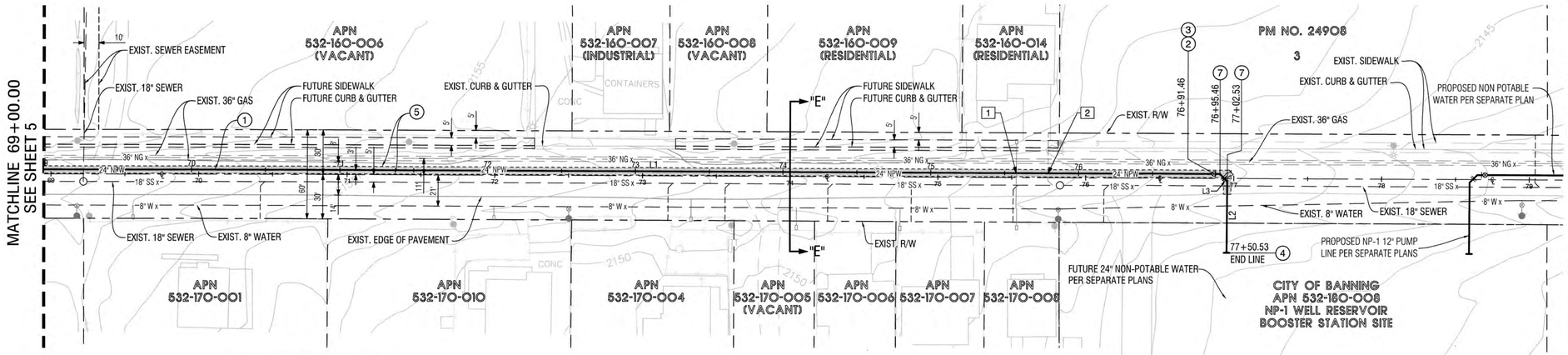
NON-POTABLE WATER IMPROVEMENT PLAN, SEGMENT D-1



★PROFILE UTILITY NOTES:
- CONTRACTOR SHALL VERIFY EXACT LOCATION AND ELEVATION PRIOR TO CONSTRUCTION.

SCALES
HORZ. 1"=40'
VERT. 1"=4'



CONSTRUCTION NOTES

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2. INSTALL 24" BUTTERFLY VALVE PER CITY STD. DWG. NO. W-20
3. ADJUST VALVE COVER TO GRADE PER CITY STD. DWG. NO. W-20
4. INSTALL 24" DIP BLIND FLANGE
5. REMOVE AND REPLACE EXISTING AC PAVEMENT OVER BASE IN KIND PER CITY STD. DWG. NO. W-30
7. INSTALL 24" - 45° D.I.P. BEND

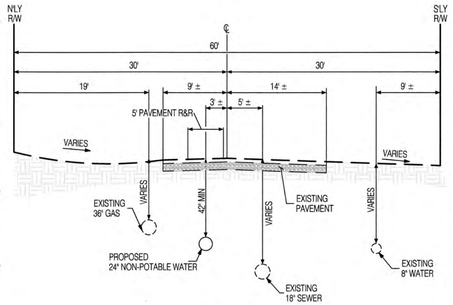
Course Data		
#	BEARING	DISTANCE
L1	N89° 45' 30"W	790.59'
L2	N00° 14' 30"E	48.00'
L3	S44° 45' 30"E	7.07'

CHARLES STREET

NOTES:

1. CONTRACTOR TO VERIFY EXISTING LOCATION, VERTICALLY AND HORIZONTALLY, OF EXISTING DOMESTIC WATER SERVICE, WHERE CROSSES PROPOSED NON-POTABLE WATER MAIN AND ADJUST SERVICE AS NEEDED TO MAINTAIN 12" OF VERTICAL SEPARATION.
2. EXISTING 4" SEWER LATERAL CROSSING

0 20 40 80 160
1"=40' GRAPHIC SCALE



SECTION "E-E"
NTS
LOOKING EAST

Underground Service Alert
DIG ALERT BEFORE YOU DIG
Call:TOLL FREE 1-800 423-4133
TWO WORKING DAYS BEFORE YOU DIG

MARK	REVISIONS	APPR.	DATE

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21
SENIOR CIVIL ENGINEER
1/23/2020 DATE

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/20
PUBLIC WORKS DIRECTOR/CITY ENGINEER
3/25/20 DATE

SEAL – ENGINEER
REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTH
No. 052496
Exp. 12-31-20
CIVIL
STATE OF CALIFORNIA

SUBMITTED BY:
EDWARD J. LENTH RCE# 052496 EXP.12-31-20
11/6/20 DATE

PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue Suite 350 Irvine, CA 92614 Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SCALE: HORIZ:	1" = 40'
VERT:	1" = 4'
DATE:	8/23/19
DRAWN BY:	JC
DESIGNED BY:	JC
CHECKED BY:	EL

PREPARED FOR:
BANNING, CA
STAGECOACH TOWN USA
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CALIFORNIA

CITY OF BANNING
NON-POTABLE WATER SEGMENT D-1
PLAN AND PROFILE
CHARLES STREET
STA 36+00.00 TO STA 77+45.66

W.O. NO.
SHEET 6 OF 6
MAP FILE NO.

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NON-POTABLE WATER IMPROVEMENT PLAN, SEGMENT D-1

IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

CITY OF BANNING GENERAL NOTES:

1. ALL WORK SHALL BE IN ACCORDANCE WITH THESE PLANS, THE CITY OF BANNING STANDARD PLANS, THE CONTRACT PROVISIONS AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREEN BOOK) AND AWWA. ALL REFERENCE SPECIFICATIONS AND STANDARDS SHALL BE THE LATEST EDITION UNLESS OTHERWISE NOTED.
2. WHEN A TECHNICAL CONFLICT IS FOUND TO EXIST IN THE CONTRACT DOCUMENTS THAT CAN NOT BE RESOLVED BY REFERENCE TO PRECEDENCE PROVISIONS IN THE "GREEN BOOK" AND AWWA, THE CONTRACTOR SHALL IMMEDIATELY REPORT SAID CONFLICT TO THE CITY ENGINEER FOR RESOLUTION.
3. ALL MATERIALS AND METHODS ARE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.
4. CONSTRUCTION PERMITS SHALL BE OBTAINED FROM THE CITY OF BANNING, ENGINEERING DEPARTMENT PRIOR TO THE START OF ANY WORK. INSPECTION COORDINATION SHALL BE REQUESTED AT LEAST TWO WORKING DAYS PRIOR TO THE START OF ANY WORK IN PUBLIC RIGHT OF WAY WITHIN THE CITY LIMITS. CALL (951) 922-3130 FOR AN INSPECTION REQUEST.
5. THE CONTRACTOR SHALL CONFORM TO ALL TRAFFIC CONTROL POLICIES, METHODS, AND PROCEDURES DESCRIBED IN STATE OF CALIFORNIA MANUAL OF TRAFFIC CONTROLS, LATEST NON-METRIC EDITION UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN BARRICADES, DELINEATORS OR OTHER TRAFFIC CONTROL DEVICES AT ALL TIMES.
7. THE CONTRACTOR SHALL OBTAIN A PERMIT TO PERFORM EXCAVATION OR TRENCH WORK FOR TRENCHES 5 FEET OR GREATER IN DEPTH FROM THE CALIFORNIA STATE DIVISION OF INDUSTRIAL SAFETY.
8. THE WALLS AND FACES OF ALL EXCAVATIONS GREATER THAN FIVE (5) FEET IN DEPTH SHALL BE GUARDED BY SHORING, SLOPING OF THE GROUND OR OTHER APPROVED MEANS PURSUANT TO THE REQUIREMENTS OF THE DIVISION OF INDUSTRIAL SAFETY OF THE STATE OF CALIFORNIA. TRENCHES LESS THAN FIVE (5) FEET SHALL ALSO BE GUARDED WHEN THE POTENTIAL EXIST FOR GROUND MOVEMENT.
9. NO MATERIAL OR EQUIPMENT SHALL BE STORED IN THE PUBLIC RIGHT OF WAY WITHOUT OBTAINING A SEPARATE PERMIT FOR THAT PURPOSE.
10. THE LOCATIONS OF UTILITIES SHOWN HAVE BEEN DETERMINED FROM AVAILABLE INFORMATION, HOWEVER, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE, IN THE FIELD, THE TRUE LOCATION AND ELEVATION OF ANY EXISTING UTILITIES, AND TO EXERCISE PROPER PRECAUTION TO AVOID DAMAGE THERETO. THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT AT 811 TWO WORKING DAYS BEFORE EXCAVATION.
11. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION WITH ALL UTILITY COMPANIES, INCLUDING BUT NOT LIMITED TO, GAS, TELEPHONE, ELECTRIC, CABLE TELEVISION, LANDSCAPING, LANDSCAPE IRRIGATION, DOMESTIC WATER, RECLAIMED WATER, SEWER, STORM DRAIN, FLOOD CONTROL AND CALTRANS. ALL UTILITY COMPANIES SHALL BE GIVEN TWO WORKING DAY NOTICE PRIOR TO WORK AROUND THEIR FACILITIES.
12. THE CONTRACTOR SHALL NOT OPERATE ANY FIRE HYDRANT OR WATER MAIN VALVE WITHOUT APPROPRIATE AGENCY AUTHORIZATION. CONTRACTOR SHALL COORDINATE WITH THE WATER DEPARTMENT, CITY OF BANNING AND/OR BCVWD FOR VALVE OPERATION AND WATER REQUIREMENTS.
13. STATIONING REFERS TO THE CENTERLINE OF STREETS EXCEPT WHERE OTHERWISE NOTED.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF BENCHMARKS AND CONSTRUCTION CONTROL STAKING DURING CONSTRUCTION.
15. THE CONTRACTOR SHALL NOT DISTURB EXISTING SURVEY MONUMENTS, MONUMENT TIES OR BENCH MARKS WITHOUT PRIOR NOTIFICATION TO THE CITY ENGINEER.
16. REMOVAL AND REPLACEMENT OF EXISTING SURVEY CONTROL, INCLUDING SURVEY MONUMENTS, MONUMENT TIES AND BENCH MARKS, SHALL BE DONE BY A REGISTERED CIVIL ENGINEER OR LICENSED LAND SURVEYOR. SURVEY MONUMENTS THAT WILL BE DESTROYED AS A RESULT OF THIS CONSTRUCTION SHALL BE REPLACED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER ONE WEEK PRIOR TO CONSTRUCTION SO THAT TIES TO MONUMENTS CAN BE ESTABLISHED FOR LATER REPLACEMENT OF THE MONUMENT.
17. THE CONTRACTOR SHALL MAINTAIN ACCESS FOR LOCAL RESIDENTS AND BUSINESS AT ALL TIMES. A MINIMUM 12-FOOT LANE SHALL BE MAINTAINED AT ALL TIMES IN THE CONSTRUCTION AREA FOR RESIDENT AND EMERGENCY VEHICLES.
18. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN AN EFFECTIVE MEANS OF DUST CONTROL, INCLUDING ADEQUATE WATERING, AT ALL TIMES.
19. THE CONTRACTOR SHALL NOT CAUSE ANY EXCAVATED MATERIAL, MUD, SILT, OR DEBRIS TO BE DEPOSITED ONTO PUBLIC OR PRIVATE PROPERTY ADJACENT TO THE RIGHT OF WAY DURING CONSTRUCTION WITHOUT PRIOR WRITTEN APPROVAL.
20. NO TRENCH BACKFILL SHALL TAKE PLACE WITHOUT PRIOR APPROVAL OF THE CITY INSPECTOR.
21. A GEOTECHNICAL ENGINEER SHALL CERTIFY ALL BACKFILL COMPACTION, FAILURE TO OBTAIN THE REQUIRED DENSITY SHALL REQUIRE RE-WORKING OF THAT PORTION OF THE WORK UNTIL THE SPECIFIED DENSITY IS OBTAINED.
22. CARE SHOULD BE TAKEN TO PREVENT GRADES, DITCHES AND SWALES FROM UNDERMINING STREET IMPROVEMENTS. UPON INSPECTION OF THE SITE, THE CITY ENGINEER MAY REQUIRE TEMPORARY NON-ERODABLE SWALES ENTERING OR LEAVING IMPROVEMENTS.
23. ALL EXPOSED CONCRETE SURFACES SHALL CONFORM IN GRADE, COLOR AND FINISH TO MATCH EXISTING CONCRETE.
24. NO CONCRETE SHALL BE PLACED UNTIL THE FORMS AND REINFORCING STEEL HAVE BEEN PLACED, INSPECTED AND APPROVED.
25. ALL UNDERGROUND UTILITIES SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO PAVING OF STREETS.
26. UPON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL RESTORE ALL SIGNING, STRIPPING, BARRICADES AND OTHER TRAFFIC CONTROL DEVICES TO THE SATISFACTION OF THE CITY ENGINEER.
27. CONTRACTOR SHALL RELOCATE AND/OR REPLACE LANDSCAPING, SPRINKLERS AND SIDEWALKS AFFECTED BY THE CONSTRUCTION TO THE SATISFACTION OF THE CITY ENGINEER.
28. AS-BUILT DRAWING SHALL BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER OF RECORD, WHO SHALL PROVIDE RECORD DRAWING TO THE CITY ENGINEER.
29. ALL ABOVE GRADE PIPING AND FITTINGS SHALL BE DUCTILE IRON CLASS 53, LINED AND COATED PER SPECIFICATIONS.
30. ALL UNDERGROUND DUCTILE IRON PIPE AND FITTINGS SHALL BE PRESSURE CLASS 350, LINED AND COATED PER SPECIFICATIONS AND BE WRAPPED WITH A V-BIO ENHANCED POLYETHYLENE ENCASEMENT.
31. O&M MANUALS FOR ALL EQUIPMENT SHALL BE PROVIDED IN A SEARCHABLE ELECTRONIC FORMAT.

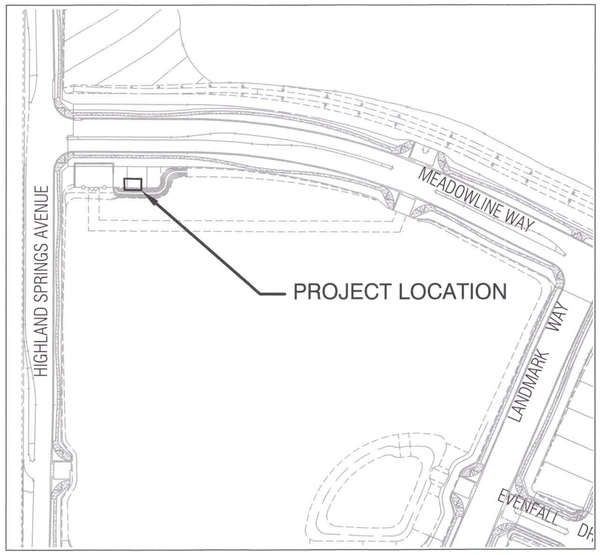
BASIS OF BEARINGS

THE BEARINGS FOR THIS SURVEY ARE BASED ON THE LINE BETWEEN STATIONS "TRAK" AND "MATH" (PORTIONS PER NATIONAL GEODETIC SURVEY, NAD 83, EPOCH 1995.5), AS SHOWN ON THE MAP FILED IN BOOK 102, PAGES 50 THROUGH 65 OR RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, CALIFORNIA, BEING NORTH 52°49'02.84" EAST.

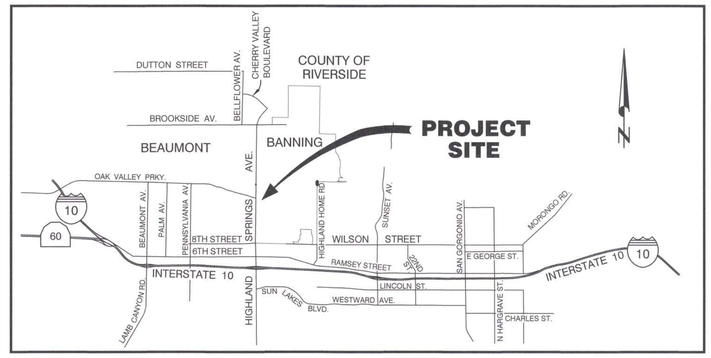
BENCHMARK

ELEVATIONS AS SHOWN HEREON ARE BASED ON BENCHMARK MWD 401 1992 - 3-1/4" STANDARD ALUMINUM MWD DISK, FLUSH, LOCATED IN BANNING, 0.6 MILES SOUTH ALONG HIGHLAND SPRINGS AVENUE FROM THE INTERSECTION OF HIGHLAND SPRINGS AVENUE AND THE SOUTHERN PACIFIC RAILROAD BRIDGE, 17.5 FEET EAST OF THE CENTERLINE OF HIGHLAND SPRINGS AVENUE AT THE NORTHWEST CORNER OF CATCH BASIN AT THE TOP OF CURB, 0.5 FEET EAST OF FACE OF CURB.
ELEV. = 2534.10 (NAVD 88).

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 or 1-800-422-4133



LOCATION MAP
SCALE: 1"=200'



VICINITY MAP
NOT TO SCALE

SHEET INDEX

SHEET 1 TITLE SHEET
SHEET 2 ABBREVIATIONS, LEGEND AND CONSTRUCTION NOTES AND ESTIMATED QUANTITIES
SHEET 3 SITE PLAN AND HORIZONTAL CONTROL
SHEET 4 SITE PIPING PLAN
SHEET 5 SECTION VIEWS
SHEET 6 SECTION VIEWS
SHEET 7 VENTILATION AND PLUMBING PLAN
SHEET 8 MECHANICAL DETAILS
SHEET 9 SECURITY CAMERA, UNISTRUT PIPE SUPPORT AND ROLLING GATE DETAILS
SHEET 10 STRUCTURAL GENERAL NOTES
SHEET 11 ARCHITECTURAL FLOOR PLAN AND ROOF PLAN
SHEET 12 ARCHITECTURAL ELEVATIONS
SHEET 13 ARCHITECTURAL SECTIONS
SHEET 14 STRUCTURAL FOUNDATION PLAN AND ROOF FRAMING PLAN
SHEET 15 TYPICAL DETAILS (FOUNDATION & MASONRY)
SHEET 16 TYPICAL FRAMING DETAILS
SHEET 17 TYPICAL FRAMING DETAILS
SHEET 18 ELECTRICAL SYMBOLS LIST, ABBREVIATIONS
SHEET 19 SINGLE LINE DIAGRAM AND SCHEDULES
SHEET 20 ELECTRICAL SITE PLAN POWER AND INSTRUMENTATION PLAN
SHEET 21 POWER AND INSTRUMENTATION PLAN
SHEET 22 LIGHTING PLAN
SHEET 23 ELECTRICAL DETAILS
SHEET 24 ELECTRICAL DETAILS
SHEET 25 TITLE 24 LIGHTING COMPLIANCE FORMS
SHEET 26 TITLE 24 LIGHTING COMPLIANCE FORMS
SHEET 27 PROCESS AND INSTRUMENTATION DIAGRAM

ENGINEER'S NOTICE TO CONTRACTOR

THE CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND OR OVERHEAD UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE APPROXIMATE. THE ENGINEER ASSUMES NO LIABILITY AS TO THE EXACT LOCATION OF SAID LINES NOT FOR UTILITIES OR IRRIGATION LINES WHOSE LOCATION ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY AND IRRIGATION COMPANIES PRIOR TO WORK AND ACCURATELY IDENTIFY THESE LOCATIONS, WHETHER OR NOT SHOWN HEREON. AND IS RESPONSIBLE FOR ANY DAMAGE OR PROTECTION OF THESE LINES. PHASED UTILITY RELOCATIONS MAY BE NECESSARY AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY FOR CLOSELY COORDINATE HIS ACTIVITIES WITH THOSE OF ALL UTILITY COMPANIES. THE CONTRACTOR SHALL CALL IN A LOCATION REQUEST TO UNDERGROUND SERVICE ALERT (U.S.A.) PHONE 1-800-227-2600 TWO (2) WORKING DAYS PRIOR TO DIGGING. NO CONSTRUCTION PERMIT ISSUED BY PUBLIC WORKS DEPARTMENT BE VALID INVOLVING UNDERGROUND FACILITIES UNLESS THE APPLICANT HAS AN INQUIRY IDENTIFICATION NUMBER ISSUED BY U.S.A.

THE ESTIMATED QUANTITY FOR EACH SPECIFIC ITEM OF THE WORK DESIGNATED ON THE PLANS SHALL BE CONSIDERED AS APPROXIMATE ONLY AND NO GUARANTEE IS MADE THAT THE QUANTITIES WHICH CAN ONLY BE DETERMINED BY COMPUTATIONS, BASED ON THE DETAILS AND DIMENSIONS SHOWN ON THE PLANS, WILL EQUAL THE ESTIMATED QUANTITIES. THE ESTIMATE OF QUANTITIES IS PROVIDED BY THE ENGINEER ONLY FOR THE CONVENIENCE OF THE OWNER, THE CONTRACTOR SHALL MAKE HIS OWN DETERMINATION AND BE RESPONSIBLE FOR HIS OWN CONSTRUCTION QUANTITIES BEFORE SUBMITTING A BID. ANY ITEM OF WORK, OR PORTION THEREOF, REQUIRED BY THESE PLANS WHICH IS NOT SPECIFICALLY LISTED IN THE ESTIMATE OF QUANTITIES SHALL BE CONSIDERED AS INCLUDED IN THE OTHER ITEMS OF WORK.

THE CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE OWNER PRIOR TO THE COMMENCEMENT OF WORK.

ASSESSORS PARCEL NUMBER

408-120-001 THROUGH -005, -007 THROUGH -009
PORTIONS OF 40-102-006, -010, -012, -019, -020

SITE ADDRESS

6350 MEADOWLINE WAY
BANNING, CA 92220

LEGAL DESCRIPTION

LOTS 1-7, 10; AND PORTIONS OF LOTS 8,9,10,18, & 19 OF TRACT MAP NO. 34330, FILED IN BOOK 429 OF MAPS, PAGES 84 THROUGH 103, INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, CALIFORNIA.

ABBREVIATIONS AND LEGEND

ABBREVIATIONS AND LEGEND SHOWN ON SHEET 2.

HOLD HARMLESS AND INDEMNIFICATION CLAUSE

CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE CITY OF BANNING, BCVWD AND TRI POINT HOMES, ITS OFFICERS, AGENTS, EMPLOYEES, AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER, ITS OFFICERS, AGENTS, EMPLOYEES OR THE ENGINEER.

UTILITIES

WATER
CITY OF BANNING
99 E RAMSEY STREET
BANNING, CA 92220
(951)922-3281

GAS
SOUTHERN CALIFORNIA GAS COMPANY
1981 WEST LUGONIA AVENUE
REDLANDS, CA 92374
(909)792-2187

CABLE
SPECTRUM CABLE
3317 WEST RAMSEY STREET
BANNING, CA 92220
(951)329-9487

BCVWD (WATER)
BCVWD
560 MAGNOLIA AVENUE
BEAUMONT, CA 92223
(951)845-9581

TRASH
CITY OF BANNING
99 E RAMSEY STREET
BANNING, CA 92220
(951)922-3185

STORM DRAIN
CITY OF BANNING
99 E RAMSEY STREET
BANNING, CA 92220
(951)922-3185

ELECTRIC
CITY OF BANNING
99 E RAMSEY STREET
BANNING, CA 92220
(951)922-3260

TELEPHONE
FRONTIER COMMUNICATIONS
280 SOUTH LOCUST STREET
POMONA, CA 92363
(909)397-0042

SEWER
CITY OF BANNING
99 E RAMSEY STREET
BANNING, CA 92220
(951)922-3281

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California
Reviewed and Approved for BCVWD Facilities only.
Approved By: _____ Date: 1/19/22
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

RECOMMENDED FOR ACCEPTANCE BY:
_____ 12/4/21
JOHN M. BRUDIN, PE.
ENGINEERING RESOURCES OF SOUTHERN CALIFORNIA, INC.

OWNER

CITY OF BANNING
99 E RAMSEY STREET
BANNING, CA 92220
PH: (951)922-3130

APPLICANT/DEVELOPER

TRI POINTE HOMES
1250 CORONA POINT COURT SUITE 600
CORONA, CA 92879
(951) 428-4400
CONTACT: MICHAEL HEISHMAN

REVISIONS

MARK		APPR	DATE

SEAL - ENGINEER
REGISTERED PROFESSIONAL ENGINEER STEVEN R. ANDREWS RCE 31259 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 216-5050
SE ENGINEERING

SCALE:	
DATE:	11/30/21
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR:
City of BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/23 — 1/4/22 DATE
SENIOR CIVIL ENGINEER
APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — 1/5/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

TITLE SHEET

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 1 OF 27
MAP FILE NO.

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MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AHD	AHEAD
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE
APPD.	APPROVED
APWA	AMERICAN PUBLIC WORKS ASSOCIATION
ASSY.	ASSEMBLY
AVE	AVENUE
A/V	AIR AND VACUUM
AWWA	AMERICAN WATER WORKS ASSOCIATION
BOT	BOTTOM
BV	BUTTERFLY VALVE
CATV	CABLE TELEVISION
C/C	CENTER TO CENTER
CF	CURB FACE
CL	CLASS
℄ / C/L	CENTER LINE
CMC	CEMENT MORTAR COATED
CML	CEMENT MORTAR LINED
CML&C	CEMENT MORTAR LINED AND COATED
CO	CLEAN OUT
CONC.	CONCRETE
CONT.	CONTINUOUS
CPLG.	COUPLING
DET.	DETAIL
DIA	DIAMETER
DIP/DI	DUCTILE IRON PIPE
DR.	DRIVE
DWG	DRAWING
E	EAST/EXISTING
EA	EACH
EL./ELEV.	ELEVATION
ELEC.	ELECTRIC
EP	EDGE OF PAVEMENT
EQ	EQUAL
ETC.	ETCETERA
EXP	EXPIRES
EXIST.	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
FH	FIRE HYDRANT
FLG'D	FLANGED
FS	FINISHED SURFACE
G	GAS
GA	GAUGE
GEN	GENERAL
(H)/HORIZ.	HORIZONTAL
HWL	HIGH WATER LEVEL
ID	INSIDE DIAMETER
IE	INVERT ELEVATION
INT.	INTERSECTION
INV.	INVERT
I/O	INLET/OUTLET
IW	IRRIGATION WATER
JT	JOINT
LF/L.F.	LINEAL FEET
LT.	LEFT
MAX.	MAXIMUM
MG	MILLION GALLONS
MH	MANHOLE
MIN.	MINIMUM
N	NORTH/NEW
NE	NORTHEAST
NO.	NUMBER
NOM.	NOMINAL
N.T.S.	NOT TO SCALE
OC/O.C.	ON CENTER
OD	OUTSIDE DIAMETER
OG	ORIGINAL GROUND
P.O.C.	POINT OF CONNECTION
PR/PROP.	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
REQ'D	REQUIRED
REQMTS	REQUIREMENTS
RGS	RIGID GALVANIZED STEEL
RT.	RIGHT
R/W	RIGHT-OF-WAY
S	SLOPE/SOUTH
SCH	SCHEDULE
SEW / SS	SEWER
SFTD	SLOPE FLOOR TO DRAIN
SHT	SHEET
S.S. / S/S	STAINLESS STEEL
S.P.	STEEL PIPE
SPECS	SPECIFICATIONS
ST.	STREET
STA	STATION
STD.	STANDARD
STL.	STEEL
T	TELEPHONE
t	THICKNESS
T&B	TOP AND BOTTOM
THK	THICK
TYP.	TYPICAL
UBC	UNIFORM BUILDING CODE
U.N.O.	UNLESS NOTED OTHERWISE
(V)/VERT.	VERTICAL
VCP	VITRIFIED CLAY PIPE
W	WATER/WEST
WL	WATER LEVEL
WM	WATER METER
W.S.P.	WELDED STEEL PIPE
WV	WATER VALVE
W.W.F.	WELDED WIRE FABRIC
W/O	WEST OF
W/	WITH

LEGEND

- NEW WATER LINE
- NEW ELECTRICAL
- NEW CHAIN LINK FENCE AND GATE
- STREET ℄
- STREET R/W
- CITY BOUNDARY

CONSTRUCTION NOTES AND ESTIMATED QUANTITIES

	MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS	UNIT	QUANTITY
1	FURNISH AND INSTALL 8" DUCTILE IRON (ENDS PER PLAN) WITH V-BIO ENHANCED POLYWRAP, TRENCHING AND BEDDING PER CITY OF BANNING STD. NO. W-31, LINING AND COATING PER SPECIFICATIONS.	LF	121
2	FURNISH AND INSTALL 12"x8" DUCTILE IRON LINED AND COATED REDUCER (FLGxMJ) PER SPECIFICATIONS WITH ROMAGRIP RESTRAINT.	EA	3
3	FURNISH AND INSTALL PIPE PENETRATION PER DETAIL 1/8	EA	6
4	FURNISH AND INSTALL 8" DUCTILE IRON LINED AND COATED 90° BEND (MJxMJ) PER SPECIFICATIONS WITH EBBA IRON MEGALUG OR ROMAC ROMAGRIP RESTRAINT ENDS.	EA	6
5	FURNISH AND INSTALL 8"x8"x8" DUCTILE IRON TEE (MJxMJxMJ) LINED AND COATED PER SPECIFICATIONS WITH EBBA IRON MEGALUG OR ROMAC ROMAGRIP RESTRAINT ENDS.	EA	1
6	FURNISH AND INSTALL 4" PVC DRAIN PIPE SCHEDULE 40 INCLUDING ALL FITTINGS AS REQUIRED.	LF	44
7	FURNISH AND INSTALL 4" DRAIN ASSEMBLY PER DETAIL 2/8	EA	6
8	FURNISH AND INSTALL FIRE EXTINGUISHER ASSEMBLY PER SPECIFICATIONS.	EA	2
9	FURNISH AND INSTALL 23'-0" x 26'-8" x 10'-8" TALL SPLIT FACE CMU BUILDING WITH ROOF PER STRUCTURAL DRAWINGS.	LS	1
10	FURNISH AND INSTALL 8" DUCTILE IRON LINED AND COATED 90° BEND (FLG'D) PER SPECIFICATIONS.	EA	6
11	FURNISH AND INSTALL 8"x8"x6" DUCTILE IRON LINED AND COATED TEE (FLG'D) PER SPECIFICATIONS.	EA	2
12	FURNISH AND INSTALL 8" BUTTERFLY VALVE HANDWHEEL OPERATED (FLG'D) WITH VALVE POSITION INDICATOR.	EA	6
13	FURNISH AND INSTALL 6" CLA-VAL PRESSURE REDUCING PRESSURE SUSTAINING VALVE (CV-3) ASSEMBLY MODEL 92-01 (FLG'D) INCLUDING X141 PRESSURE GAUGES, X101 POSITION INDICATOR AND IP-65 ELECTRONIC VALVE CONTROLLER MODEL VC-22D.	LS	1
14	FURNISH AND INSTALL 8" DISMANTLING JOINT ASSEMBLY MODEL DJ405 PER ROMAC INDUSTRIES, INC. OR EQUAL.	EA	2
15	FURNISH AND INSTALL 8" ULTRA MAG ELECTROMAGNETIC FLOW METER MODEL UM08 PER McCROMETER (FLG'D.) INCLUDING CONVERTER PC-RA1.	EA	3
16	FURNISH AND INSTALL 8" DUCTILE IRON LINED AND COATED SPOOL (ENDS PER PLAN) PER SPECIFICATIONS.	LF	13
17	FURNISH AND INSTALL 8" CLA-VAL PRESSURE REDUCING PRESSURE SUSTAINING VALVE (CV-2) ASSEMBLY MODEL 92-01 (FLG'D) INCLUDING X141 PRESSURE GAUGES, X101 POSITION INDICATOR AND IP-65 ELECTRONIC VALVE CONTROLLER MODEL VC-22D.	LS	1
18	FURNISH AND INSTALL 6" DUCTILE IRON LINED AND COATED SPOOL (END PER PLAN) PER SPECIFICATIONS.	LF	10
19	FURNISH AND INSTALL 6" DUCTILE IRON LINED AND COATED 90° BEND (FLG'D) PER SPECIFICATIONS.	EA	2
20	FURNISH AND INSTALL 6" BUTTERFLY VALVE HANDWHEEL OPERATED (FLG'D) WITH VALVE POSITION INDICATOR.	EA	2
21	FURNISH AND INSTALL 12" DUCTILE IRON LINED AND COATED 45° ELBOW (FLGxMJ) PER SPECIFICATIONS WITH EBBA IRON MEGALUG OR ROMAC ROMAGRIP RESTRAINT.	EA	2
22	FURNISH AND INSTALL 6" DISMANTLING JOINT ASSEMBLY MODEL DJ405 PER ROMAC INDUSTRIES, INC. OR EQUAL.	EA	1
23	FURNISH AND INSTALL WALL MOUNTED SECURITY CAMERA ASSEMBLY AS MANUFACTURED BY INDUSTRIAL VIDEO & CONTROL MODEL PTZ-HD30-18-B INCLUDING CORNER MOUNT BRACKET OR EQUAL.	EA	1
24	FURNISH AND INSTALL 4" MAXADAPTER COUPLING MODEL MAX 4 INCLUDING REMOVAL OF EXISTING WATER TIGHT CAP.	EA	1
25	FURNISH AND INSTALL FREE CHLORINE ANALYTICAL SYSTEM AS MANUFACTURED BY ENDRESS+HAUSER WITH LIQUILINE CM442 TRANSMITTER INCLUDING SAMPLE LINES, ALL FITTINGS AND DRAIN PIPING AS NEEDED.	LS	1
26	FURNISH AND INSTALL 1" COMBINATION AIR RELEASE VALVE ASSEMBLY PER DETAIL 6/8	EA	1
27	FURNISH AND INSTALL ADJUSTABLE PIPE SUPPORT PER DETAIL 7/8	EA	7
28	FURNISH AND INSTALL 12"x8" DUCTILE IRON LINED AND COATED REDUCER (FLGxMJ) PER SPECIFICATIONS WITH EBBA IRON MEGALUG OR ROMAC ROMAGRIP RESTRAINT.	EA	1
29	FURNISH AND INSTALL PRESSURE TRANSMITTER, SAMPLE TAP AND 1" COMBINATION AIR RELEASE & VACUUM RELIEF VALVE ASSEMBLY PER DETAIL 5/8	EA	4
30	FURNISH AND INSTALL CHAIN LINK POST SURFACE CONCRETE MOUNT 2" POST INCLUDING FOUR (4) 1/2" x 3-3/4" CONCRETE WEDGE ANCHORS OR EQUAL.	EA	9
31	FURNISH AND INSTALL 8" DUCTILE IRON COATED BLIND FLANGE PER SPECIFICATIONS.	EA	2
32	FURNISH AND INSTALL 4" CLEANOUT ASSEMBLY PER DETAIL 3/8	EA	1
33	FURNISH AND INSTALL 40" x 40" DOMED SKYLIGHT WITH ROOF CURB ASSEMBLY MODEL 4242 AS MANUFACTURED BY WASCO PART OF VELUX COMMERCIAL OR EQUAL.	EA	6
34	FURNISH AND INSTALL ELECTRICAL CABINETS INCLUDING CONCRETE EQUIPMENT PAD PER ELECTRICAL DRAWINGS (CITY SCADA BY OTHERS).	LS	1
35	FURNISH AND INSTALL BCVWD SCADA CABINET INCLUDING CONCRETE EQUIPMENT PAD PER ELECTRICAL DRAWINGS.	LS	1
36	FURNISH AND INSTALL 16' ROLLING GATE ASSEMBLY PER DETAIL 10/9	LS	1
37	FURNISH AND INSTALL 8" CLA-VAL COMBINATION RATE OF FLOW, PRESSURE REDUCING, PRESSURE SUSTAINING & SOLENOID (ON/OFF) CONTROL VALVE (CV-1) MODEL 49-11 (1,400 GPM) INCLUDING X140 PRESSURE GAUGES, X101 POSITION INDICATOR AND IP-65 ELECTRONIC VALVE CONTROLLER MODEL VC-22D.	LS	1
38	FURNISH AND INSTALL 8" CLA-VAL ORIFICE PLATE ASSEMBLY MODEL X52E.	EA	1

CONSTRUCTION NOTES AND ESTIMATED QUANTITIES (QTY.)

	MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS	UNIT	QUANTITY
39	FURNISH AND INSTALL PRESSURE GAUGE, SWITCH AND TRANSMITTER ASSEMBLY PER DETAIL 3/24	LS	1
40	FURNISH AND INSTALL 12" DUCTILE IRON LINED AND COATED PIPE (ENDS PER PLAN) PER SPECIFICATIONS WITH V-BIO ENHANCED POLYWRAP, TRENCHING AND BEDDING PER CITY OF BANNING STD. NO. W-31.	LF	7
41	REMOVE EXISTING BLIND FLANGE AND CONNECT PIPE OR FITTING.	EA	5
42	FURNISH AND INSTALL SECURITY CAMERA ASSEMBLY AS MANUFACTURED BY INDUSTRIAL VIDEO & CONTROL MODEL PTZ-HD30-18-B INCLUDING RELAY SERVER SOFTWARE MODEL RSS-4004 OR EQUAL PER DETAIL 8/9	EA	3
43	FURNISH AND INSTALL CHAIN LINK FENCE AND ACCESS GATE ASSEMBLY INCLUDING ALL FITTINGS AND APPURTENANCES AS REQUIRED.	LF	30
44	FURNISH AND INSTALL ROOF MOUNTED EXHAUST FAN ASSEMBLY MODEL 120C15D AS MANUFACTURED BY LOREN COOK COMPANY.	LS	1
45	FURNISH AND INSTALL 36"(W) x 36"(H) DRAINABLE ADJUSTABLE LOUVER WITH ELECTRONIC ON/OFF ACTUATOR MODEL RUS-M24(-S) WITH THERMOSTAT CONTROL AND INSECT SCREEN MODEL ELM6DW MANUFACTURED BY RUSKIN OR EQUAL.	EA	2
48	FURNISH AND INSTALL 4" PVC VENT PIPE SCHEDULE 40 INCLUDING ALL FITTINGS AND WALL MOUNTS AS REQUIRED EXTENDING 2 FOOT ABOVE ROOF.	LF	14
49	FURNISH AND INSTALL INSULATING FLANGE KIT PER DETAIL 4/8	EA	6
50	FURNISH AND INSTALL 6" ULTRA MAG ELECTROMAGNETIC FLOW METER MODEL UM08 PER McCROMETER (FLG'D.) INCLUDING CONVERTER PC-RA1.	EA	1
51	FURNISH AND INSTALL SECURITY CAMERA ASSEMBLY AS MANUFACTURED BY INDUSTRIAL VIDEO & CONTROL MODEL PTZ-HD30-18-B INCLUDING CORNER WALL MOUNT ASSEMBLY.	EA	1
52	FURNISH AND INSTALL MAST FOR RADIO/ANTENNA PER DETAIL 7A/8	LS	1

NOTES:

1. QUANTITIES SHOWN ABOVE SHALL NOT BE USED FOR BIDDING PURPOSES, CONTRACTOR SHALL ESTABLISH HIS OWN QUANTITIES FOR BIDDING.

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California
Reviewed and Approved for BCVWD Facilities only.
Approved By: _____ Date: 1/19/22
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 OR 1-800-422-4133

REVISIONS

MARK		APPR	DATE

SEAL – ENGINEER: REGISTERED PROFESSIONAL ENGINEER STEVEN R. ANDREWS RCE 31259 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050
SA ENGINEERING

SCALE:	
DATE:	11/30/21
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR: City of Banning

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/23 — 1/4/22 DATE
SENIOR CIVIL ENGINEER
APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — 1/5/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

ABBREVIATIONS, LEGEND, CONSTRUCTION NOTES AND ESTIMATED QUANTITIES

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW, PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 2 OF 27
MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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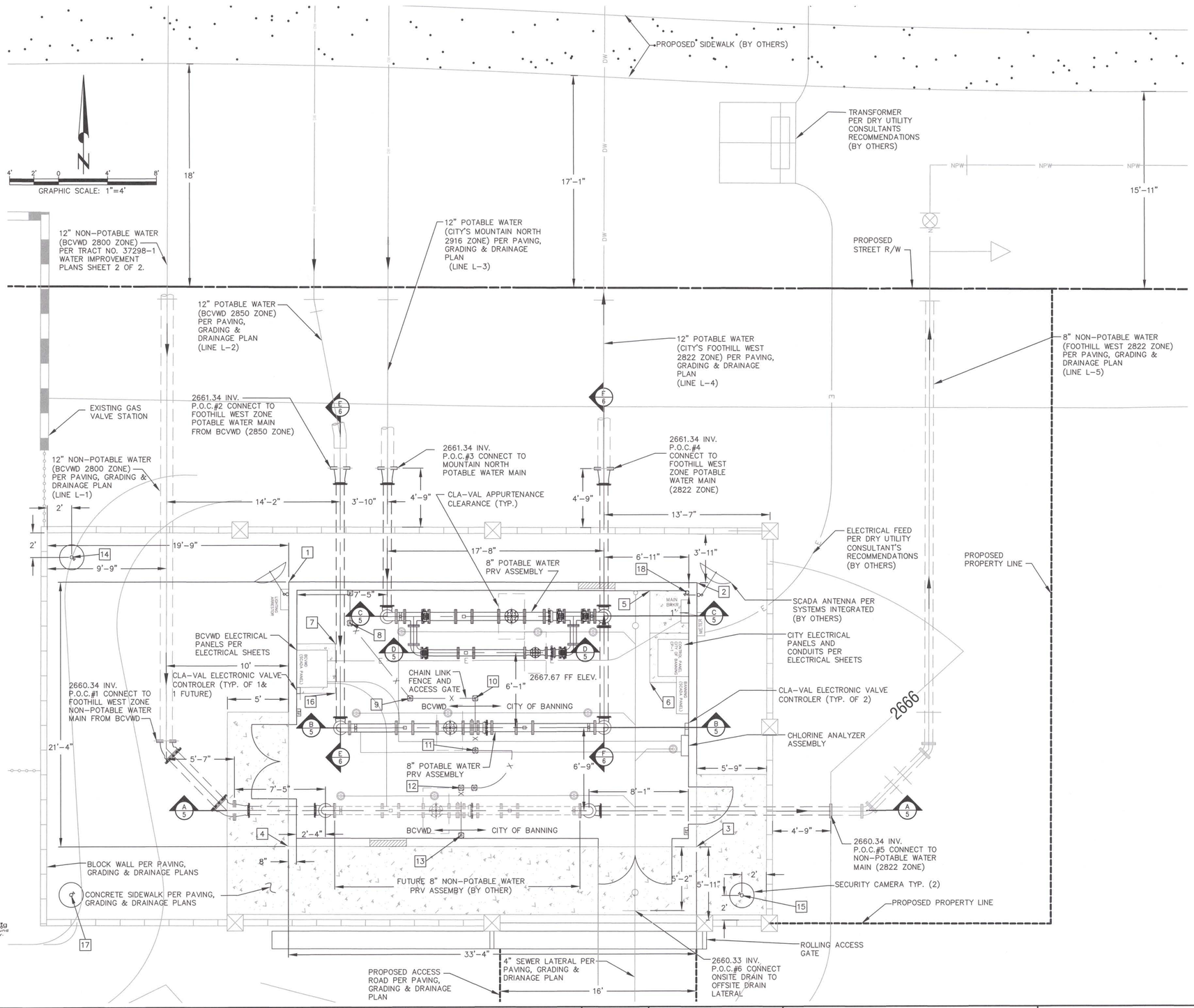

COORDINATE DATA			
	NORTHING	EASTING	DESCRIPTION
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3	2287529.97	6350499.02	SE BUILDING CORNER
4	2287530.07	6350465.69	SW BUILDING CORNER
5	2287550.65	6350495.24	NW ELEC. CONCRETE PAD CORNER
6	2287543.25	6350495.23	SW ELEC. CONCRETE PAD CORNER
7	2287546.40	6350469.56	NE BCVWD SCADA CONCRETE PAD CORNER
8	2287548.06	6350470.76	CHAIN LINK POST
9	2287542.00	6350475.67	CHAIN LINK POST
10	2287542.00	6350480.99	CHAIN LINK POST
11	2287537.76	6350481.00	CHAIN LINK POST
12	2287534.76	6350479.83	CHAIN LINK POST
13	2287530.93	6350479.83	CHAIN LINK POST
14	2287553.40	6350448.01	NW CAMERA POLE CENTER
15	2287526.04	6350502.76	SE CAMERA POLE CENTER
16	2287542.42	6350469.57	SE BCVWD SCADA CONCRETE PAD CORNER
17	2287526.18	6350447.93	SW CAMERA POLE CENTER
18	2287550.50	6350498.28	NE CAMERA WALL MOUNTED CENTER

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BEAUMONT-CHERRY VALLEY WATER DISTRICT
Riverside County, California
Reviewed and Approved for BCVWD Facilities only.
Approved By: _____ Date: 1/9/22
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

REVISIONS			
MARK		APPR	DATE

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REGISTERED PROFESSIONAL ENGINEER STEVEN R. ANDREWS RCE 31259 CIVIL STATE OF CALIFORNIA

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PREPARED FOR: City of Banning

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RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/23 — 1/4/22 DATE
SENIOR CIVIL ENGINEER
APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — 1/5/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

SITE PLAN AND HORIZONTAL CONTROL

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 3 OF 27
MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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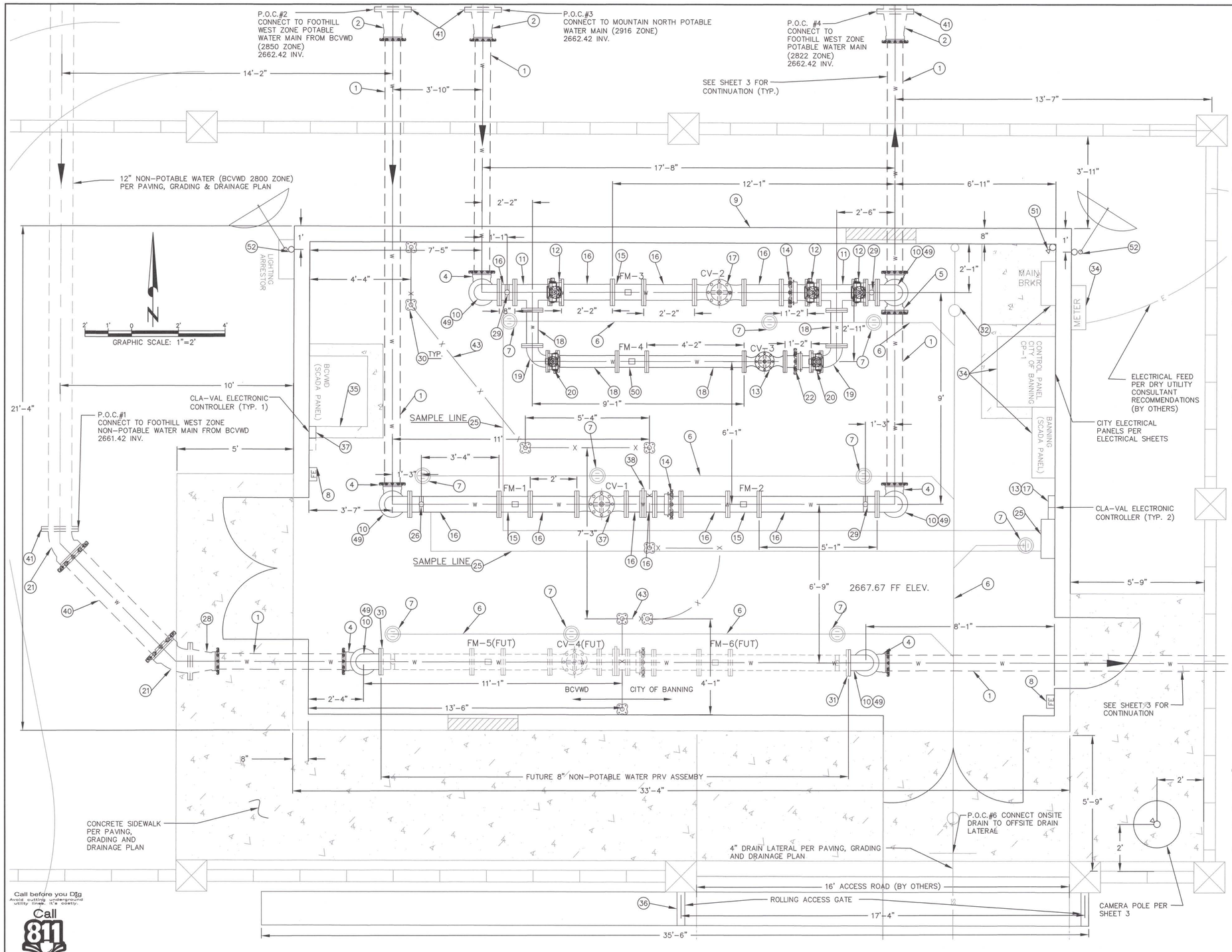

CONSTRUCTION NOTES

1. FURNISH AND INSTALL 8" DUCTILE IRON (ENDS PER PLAN) WITH V-BIO ENHANCED POLYWRAP, TRENCHING AND BEDDING PER CITY OF BANNING STD. NO. W-31, LINING AND COATING PER SPECIFICATIONS.
2. FURNISH AND INSTALL 12"x8" DUCTILE IRON LINED AND COATED REDUCER (FLGxMJ) PER SPECIFICATIONS WITH ROMAGRIP RESTRAINT.
4. FURNISH AND INSTALL 8" DUCTILE IRON LINED AND COATED 90° BEND (MJxMJ) PER SPECIFICATIONS WITH EBBA IRON MEGALUG OR ROMAC ROMAGRIP RESTRAINT ENDS.
5. FURNISH AND INSTALL 8"x8"x8" DUCTILE IRON TEE (MJxMJxMJ) LINED AND COATED PER SPECIFICATIONS WITH EBBA IRON MEGALUG OR ROMAC ROMAGRIP RESTRAINT ENDS.
6. FURNISH AND INSTALL 4" PVC DRAIN PIPE SCHEDULE 40 INCLUDING ALL FITTINGS AS REQUIRED.
7. FURNISH AND INSTALL 4" DRAIN ASSEMBLY PER DETAIL 2/8
8. FURNISH AND INSTALL FIRE EXTINGUISHER ASSEMBLY PER SPECIFICATIONS.
9. FURNISH AND INSTALL 23'-0" x 26'-8" x 10'-8" TALL SPLIT FACE CMU BUILDING WITH ROOF PER STRUCTURAL DRAWINGS.
10. FURNISH AND INSTALL 8" DUCTILE IRON LINED AND COATED 90° BEND (FLG'D) PER SPECIFICATIONS.
11. FURNISH AND INSTALL 8"x8"x6" DUCTILE IRON LINED AND COATED TEE (FLG'D) PER SPECIFICATIONS.
12. FURNISH AND INSTALL 8" BUTTERFLY VALVE HANDWHEEL OPERATED (FLG'D) WITH VALVE POSITION INDICATOR.
13. FURNISH AND INSTALL 6" CLA-VAL PRESSURE REDUCING PRESSURE SUSTAINING VALVE (CV-3) ASSEMBLY MODEL 92-01 (FLG'D) INCLUDING X141 PRESSURE GAUGES, X101 POSITION INDICATOR AND IP-65 ELECTRONIC VALVE CONTROLLER MODEL VC-22D.
14. FURNISH AND INSTALL 8" DISMANTLING JOINT ASSEMBLY MODEL DJ405 PER ROMAC INDUSTRIES, INC. OR EQUAL.
15. FURNISH AND INSTALL 8" ULTRA MAG ELECTROMAGNETIC FLOW METER MODEL UM08 PER McCROMETER (FLG'D.) INCLUDING CONVERTER PC-RA1.
16. FURNISH AND INSTALL 8" DUCTILE IRON LINED AND COATED SPOOL (ENDS PER PLAN) PER SPECIFICATIONS.
17. FURNISH AND INSTALL 8" CLA-VAL PRESSURE REDUCING PRESSURE SUSTAINING VALVE (CV-2) ASSEMBLY MODEL 92-01 (FLG'D) INCLUDING X141 PRESSURE GAUGES, X101 POSITION INDICATOR AND IP-65 ELECTRONIC VALVE CONTROLLER MODEL VC-22D.
18. FURNISH AND INSTALL 6" DUCTILE IRON LINED AND COATED SPOOL (END PER PLAN) PER SPECIFICATIONS.
19. FURNISH AND INSTALL 6" DUCTILE IRON LINED AND COATED 90° BEND (FLG'D) PER SPECIFICATIONS.
20. FURNISH AND INSTALL 6" BUTTERFLY VALVE HANDWHEEL OPERATED (FLG'D) WITH VALVE POSITION INDICATOR.
21. FURNISH AND INSTALL 12" DUCTILE IRON LINED AND COATED 45° ELBOW (FLGxMJ) PER SPECIFICATIONS WITH EBBA IRON MEGALUG OR ROMAC ROMAGRIP RESTRAINT.
22. FURNISH AND INSTALL 6" DISMANTLING JOINT ASSEMBLY MODEL DJ405 PER ROMAC INDUSTRIES, INC. OR EQUAL.
25. FURNISH AND INSTALL FREE CHLORINE ANALYTICAL SYSTEM AS MANUFACTURED BY ENDRESS+HAUSER WITH LIQUILINE CM442 TRANSMITTER INCLUDING SAMPLE LINES, ALL FITTINGS AND DRAIN PIPING AS NEEDED.
26. FURNISH AND INSTALL 1" COMBINATION AIR RELEASE VALVE ASSEMBLY PER DETAIL 6/8
28. FURNISH AND INSTALL 12"x8" DUCTILE IRON LINED AND COATED REDUCER (FLGxMJ) PER SPECIFICATIONS WITH EBBA IRON MEGALUG OR ROMAC ROMAGRIP RESTRAINT.
29. FURNISH AND INSTALL PRESSURE TRANSMITTER, SAMPLE TAP AND 1" COMBINATION AIR RELEASE & VACUUM RELIEF VALVE ASSEMBLY PER DETAIL 5/8
30. FURNISH AND INSTALL CHAIN LINK POST SURFACE CONCRETE MOUNT 2" POST INCLUDING FOUR (4) 1/2" x 3-3/4" CONCRETE WEDGE ANCHORS OR EQUAL.
31. FURNISH AND INSTALL 8" DUCTILE IRON COATED BLIND FLANGE PER SPECIFICATIONS.
32. FURNISH AND INSTALL 4" CLEANOUT ASSEMBLY PER DETAIL 3/8
34. FURNISH AND INSTALL ELECTRICAL CABINETS INCLUDING CONCRETE EQUIPMENT PAD PER ELECTRICAL DRAWINGS (CITY SCADA BY OTHERS).
35. FURNISH AND INSTALL BCVWD SCADA CABINET INCLUDING CONCRETE EQUIPMENT PAD PER ELECTRICAL DRAWINGS.
36. FURNISH AND INSTALL 16' ROLLING GATE ASSEMBLY PER DETAIL 10/9
37. FURNISH AND INSTALL 8" CLA-VAL COMBINATION RATE OF FLOW, PRESSURE REDUCING, PRESSURE SUSTAINING & SOLENOID (ON/OFF) CONTROL VALVE (CV-1) MODEL 49-11 (1,400 GPM) INCLUDING X140 PRESSURE GAUGES, X101 POSITION INDICATOR AND IP-65 ELECTRONIC VALVE CONTROLLER MODEL VC-22D.
38. FURNISH AND INSTALL 8" CLA-VAL ORIFICE PLATE ASSEMBLY MODEL X52E.
40. FURNISH AND INSTALL 12" DUCTILE IRON LINED AND COATED PIPE (ENDS PER PLAN) PER SPECIFICATIONS WITH V-BIO ENHANCED POLYWRAP, TRENCHING AND BEDDING PER CITY OF BANNING STD. NO. W-31.
41. REMOVE EXISTING BLIND FLANGE AND CONNECT PIPE OR FITTING.
43. FURNISH AND INSTALL CHAIN LINK FENCE AND ACCESS GATE ASSEMBLY INCLUDING ALL FITTINGS AND APPURTENANCES AS REQUIRED.
49. FURNISH AND INSTALL INSULATING FLANGE KIT PER DETAIL 4/8
50. FURNISH AND INSTALL 6" ULTRA MAG ELECTROMAGNETIC FLOW METER MODEL UM08 PER McCROMETER (FLG'D.) INCLUDING CONVERTER PC-RA1.
51. FURNISH AND INSTALL SECURITY CAMERA ASSEMBLY AS MANUFACTURED BY INDUSTRIAL VIDEO & CONTROL MODEL PTZ-HD30-18-B INCLUDING CORNER WALL MOUNT ASSEMBLY.
52. FURNISH AND INSTALL MAST FOR RADIO/ANTENNA PER DETAIL 7A/8

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California
Reviewed and Approved for BCVWD Facilities only.
Approved By: _____ Date: 1/19/22
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 OR 1-800-422-4133

REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER
STEVEN R. ANDREWS — REGISTERED PROFESSIONAL ENGINEER — RCE 31259 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:
STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050
SAE ENGINEERING

SCALE:	
DATE:	11/30/21
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR: City of BANNING — BUSINESS OPPORTUNITY

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/23 — 1/4/22 DATE
SENIOR CIVIL ENGINEER
APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — 1/5/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

SITE PIPING PLAN

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 4 OF 27
MAP FILE NO.

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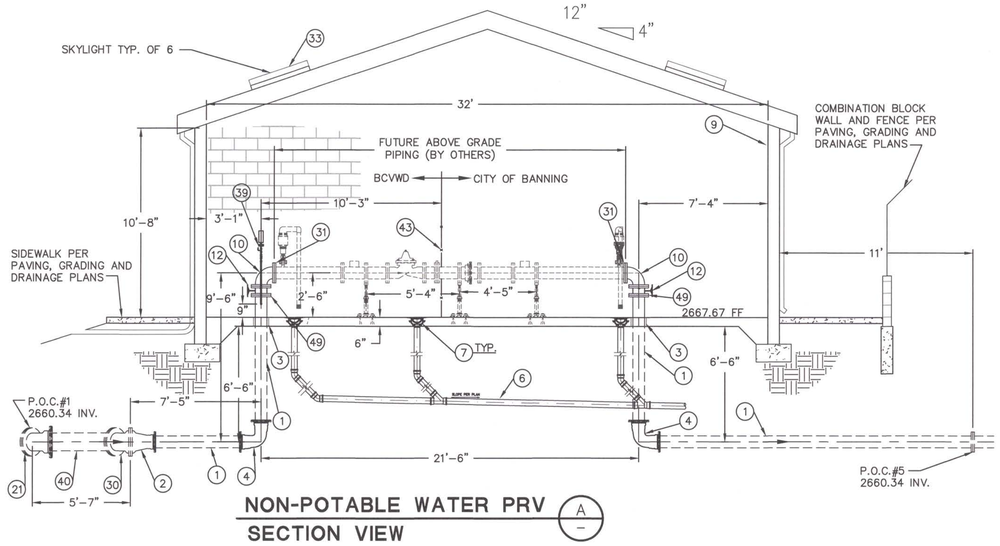
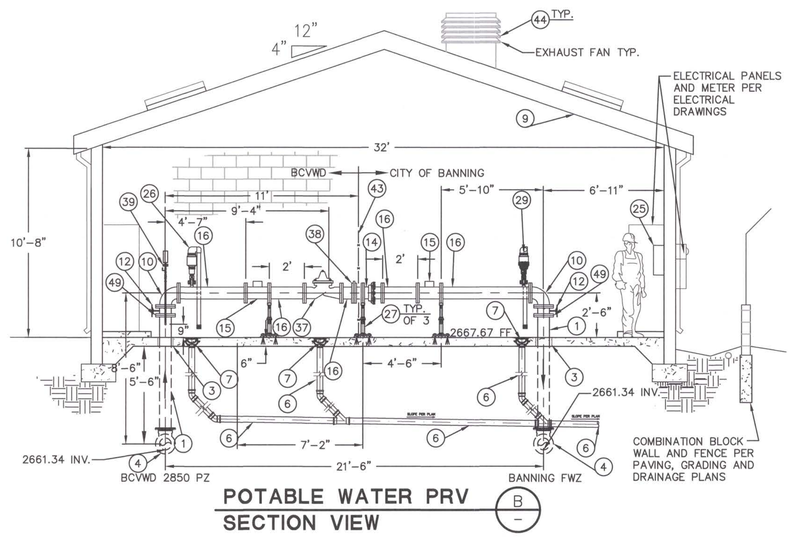
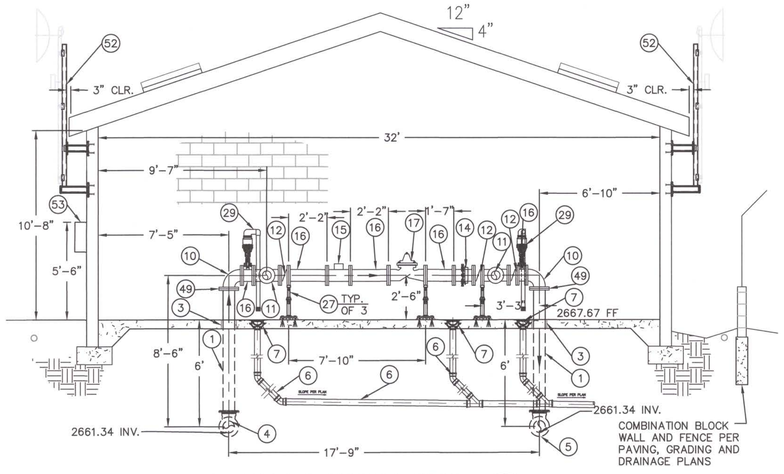
MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS



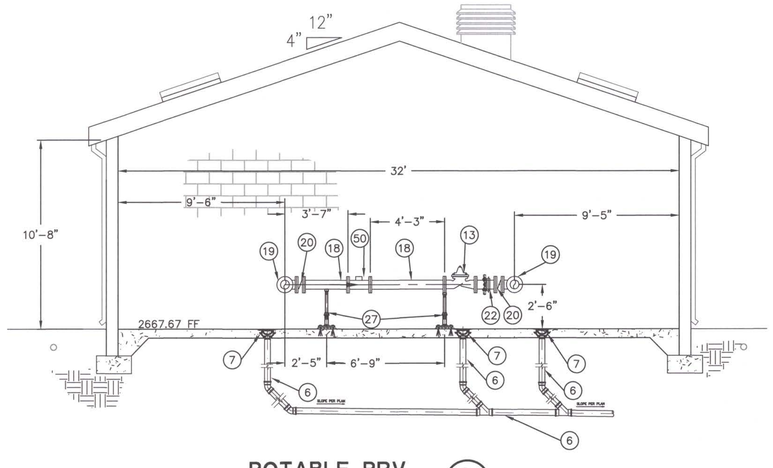
NON-POTABLE WATER PRV
SECTION VIEW (A/–)



POTABLE WATER PRV
SECTION VIEW (B/–)



POTABLE WATER PRV
SECTION VIEW (C/–)



POTABLE PRV
SECTION VIEW (D/–)

CONSTRUCTION NOTES

1. FURNISH AND INSTALL 8" DUCTILE IRON (ENDS PER PLAN) WITH V-BIO ENHANCED POLYWRAP, TRENCHING AND BEDDING PER CITY OF BANNING STD. NO. W-31, LINING AND COATING PER SPECIFICATIONS.
2. FURNISH AND INSTALL 12"x8" DUCTILE IRON LINED AND COATED REDUCER (FLGxMJ) PER SPECIFICATIONS WITH ROMAGRIP RESTRAINT.
3. FURNISH AND INSTALL PIPE PENETRATION PER DETAIL (1/8)
4. FURNISH AND INSTALL 8" DUCTILE IRON LINED AND COATED 90° BEND (MJxMJ) PER SPECIFICATIONS WITH EBBA IRON MEGALUG OR ROMAC ROMAGRIP RESTRAINT ENDS.
5. FURNISH AND INSTALL 8"x8"x8" DUCTILE IRON TEE (MJxMJxMJ) LINED AND COATED PER SPECIFICATIONS WITH EBBA IRON MEGALUG OR ROMAC ROMAGRIP RESTRAINT ENDS.
6. FURNISH AND INSTALL 4" PVC DRAIN PIPE SCHEDULE 40 INCLUDING ALL FITTINGS AS REQUIRED.
7. FURNISH AND INSTALL 4" DRAIN ASSEMBLY PER DETAIL (2/8)
9. FURNISH AND INSTALL 23'-0" x 26'-8" x 10'-8" TALL SPLIT FACE CMU BUILDING WITH ROOF PER STRUCTURAL DRAWINGS.
10. FURNISH AND INSTALL 8" DUCTILE IRON LINED AND COATED 90° BEND (FLG'D) PER SPECIFICATIONS.
11. FURNISH AND INSTALL 8"x8"x6" DUCTILE IRON LINED AND COATED TEE (FLG'D) PER SPECIFICATIONS.
12. FURNISH AND INSTALL 8" BUTTERFLY VALVE HANDWHEEL OPERATED (FLG'D) WITH VALVE POSITION INDICATOR.
13. FURNISH AND INSTALL 6" CLA-VAL PRESSURE REDUCING PRESSURE SUSTAINING VALVE (CV-3) ASSEMBLY MODEL 92-01 (FLG'D) INCLUDING X141 PRESSURE GAUGES, X101 POSITION INDICATOR AND IP-65 ELECTRONIC VALVE CONTROLLER MODEL VC-22D.
14. FURNISH AND INSTALL 8" DISMANTLING JOINT ASSEMBLY MODEL DJ405 PER ROMAC INDUSTRIES, INC. OR EQUAL.
15. FURNISH AND INSTALL 8" ULTRA MAG ELECTROMAGNETIC FLOW METER MODEL UM08 PER McCROMETER (FLG'D.) INCLUDING CONVERTER PC-RA1.
16. FURNISH AND INSTALL 8" DUCTILE IRON LINED AND COATED SPOOL (ENDS PER PLAN) PER SPECIFICATIONS.
17. FURNISH AND INSTALL 8" CLA-VAL PRESSURE REDUCING PRESSURE SUSTAINING VALVE (CV-2) ASSEMBLY MODEL 92-01 (FLG'D) INCLUDING X141 PRESSURE GAUGES, X101 POSITION INDICATOR AND IP-65 ELECTRONIC VALVE CONTROLLER MODEL VC-22D.
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19. FURNISH AND INSTALL 6" DUCTILE IRON LINED AND COATED 90° BEND (FLG'D) PER SPECIFICATIONS.
20. FURNISH AND INSTALL 6" BUTTERFLY VALVE HANDWHEEL OPERATED (FLG'D) WITH VALVE POSITION INDICATOR.
21. FURNISH AND INSTALL 12" DUCTILE IRON LINED AND COATED 45° ELBOW (FLGxMJ) PER SPECIFICATIONS WITH EBBA IRON MEGALUG OR ROMAC ROMAGRIP RESTRAINT.
22. FURNISH AND INSTALL 6" DISMANTLING JOINT ASSEMBLY MODEL DJ405 PER ROMAC INDUSTRIES, INC. OR EQUAL.
25. FURNISH AND INSTALL FREE CHLORINE ANALYTICAL SYSTEM AS MANUFACTURED BY ENDRESS+HAUSER WITH LIQUILINE CM442 TRANSMITTER INCLUDING SAMPLE LINES, ALL FITTINGS AND DRAIN PIPING AS NEEDED.
26. FURNISH AND INSTALL 1" COMBINATION AIR RELEASE VALVE ASSEMBLY PER DETAIL (6/8)
27. FURNISH AND INSTALL ADJUSTABLE PIPE SUPPORT PER DETAIL (7/8)
29. FURNISH AND INSTALL PRESSURE TRANSMITTER, SAMPLE TAP AND 1" COMBINATION AIR RELEASE & VACUUM RELIEF VALVE ASSEMBLY PER DETAIL (5/8)
30. FURNISH AND INSTALL CHAIN LINK POST SURFACE CONCRETE MOUNT 2" POST INCLUDING FOUR (4) 1/2" x 3-3/4" CONCRETE WEDGE ANCHORS OR EQUAL.
31. FURNISH AND INSTALL 8" DUCTILE IRON COATED BLIND FLANGE PER SPECIFICATIONS.
33. FURNISH AND INSTALL 40" x 40" DOMED SKYLIGHT WITH ROOF CURB ASSEMBLY MODEL 4242 AS MANUFACTURED BY WASCO PART OF VELUX COMMERCIAL OR EQUAL.
37. FURNISH AND INSTALL 8" CLA-VAL COMBINATION RATE OF FLOW, PRESSURE REDUCING, PRESSURE SUSTAINING & SOLENOID (ON/OFF) CONTROL VALVE (CV-1) MODEL 49-11 (1,400 GPM) INCLUDING X140 PRESSURE GAUGES, X101 POSITION INDICATOR AND IP-65 ELECTRONIC VALVE CONTROLLER MODEL VC-22D.
38. FURNISH AND INSTALL 8" CLA-VAL ORIFICE PLATE ASSEMBLY MODEL X52E.
39. FURNISH AND INSTALL PRESSURE GAUGE, SWITCH AND TRANSMITTER ASSEMBLY PER DETAIL (3/24)
40. FURNISH AND INSTALL 12" DUCTILE IRON LINED AND COATED PIPE (ENDS PER PLAN) PER SPECIFICATIONS WITH V-BIO ENHANCED POLYWRAP, TRENCHING AND BEDDING PER CITY OF BANNING STD. NO. W-31.
43. FURNISH AND INSTALL CHAIN LINK FENCE AND ACCESS GATE ASSEMBLY INCLUDING ALL FITTINGS AND APPURTENANCES AS REQUIRED.
44. FURNISH AND INSTALL ROOF MOUNTED EXHAUST FAN ASSEMBLY MODEL 120C15D AS MANUFACTURED BY LOREN COOK COMPANY.
49. FURNISH AND INSTALL INSULATING FLANGE KIT PER DETAIL (4/8)
50. FURNISH AND INSTALL 6" ULTRA MAG ELECTROMAGNETIC FLOW METER MODEL UM08 PER McCROMETER (FLG'D.) INCLUDING CONVERTER PC-RA1.
52. FURNISH AND INSTALL MAST FOR RADIO/ANTENNA PER DETAIL (7A/8)
53. FURNISH AND INSTALL BCVWD LIGHTNING ARRESTOR ASSEMBLY PER ELECTRICAL SHEETS.

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California
Reviewed and Approved for BCVWD Facilities only.
Approved By: _____ Date: 1/19/22
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

Call before you Dig
Avoid cutting underground utility lines. It's easy.
Call 811 or 1-800-422-4133

REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER
REGISTERED PROFESSIONAL ENGINEER — STEVEN R. ANDREWS — RCE 31259 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:
STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050
SA ENGINEERING

SCALE:	N.T.S.
DATE:	11/30/21
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR:
City of BANNING — BOOM, INCORPORATED 1913 — ENJOY OUR OPPORTUNITY

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/23
SENIOR CIVIL ENGINEER — 1/4/22 DATE
APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22
PUBLIC WORKS DIRECTOR/CITY ENGINEER — 1/5/22 DATE

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

SECTION VIEWS

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW, PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 5 OF 27
MAP FILE NO.

Proj. Data: M:\Pardee\264-09 – Intertie @ H Street & Highland Springs\CADD\Sheets
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Last Edit: 11.17.2021 12:05:55 PM Rv: Cramirez
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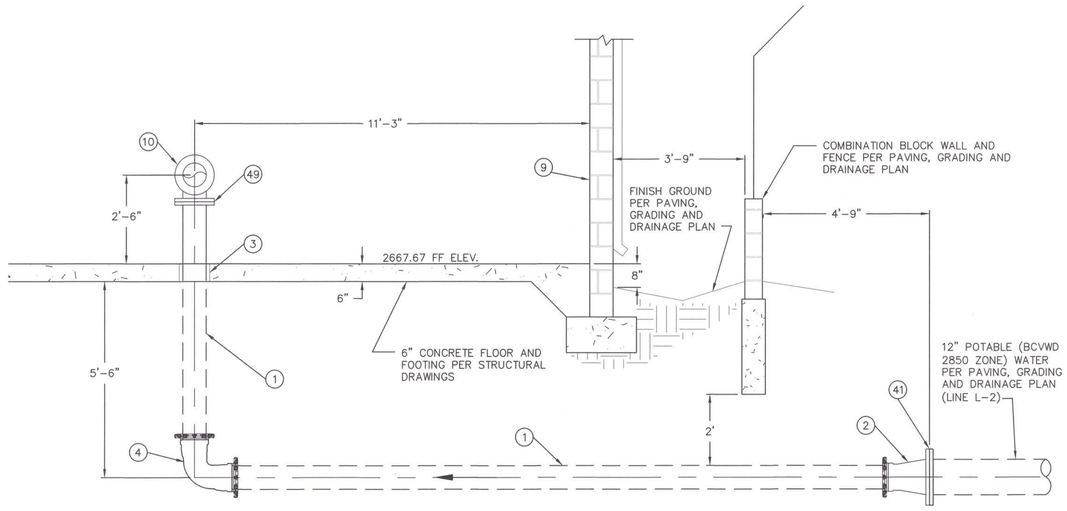
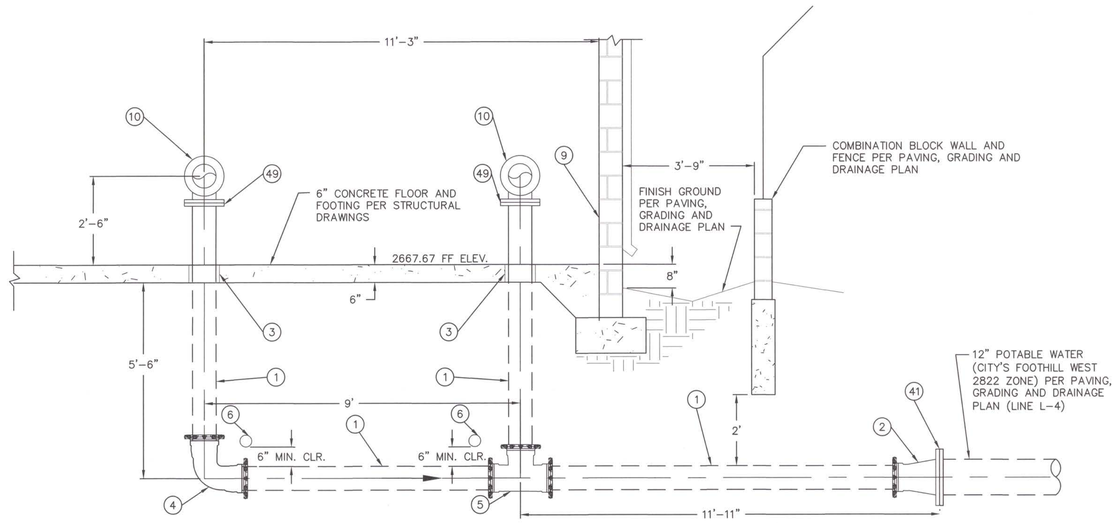
MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS



POTABLE PRV SECTION VIEW (E/–)

SCALE: 1" = 2'



POTABLE PRV SECTION VIEW (F/–)

SCALE: 1" = 2'

CONSTRUCTION NOTES

1. FURNISH AND INSTALL 8" DUCTILE IRON (ENDS PER PLAN) WITH V-BIO ENHANCED POLYWRAP, TRENCHING AND BEDDING PER CITY OF BANNING STD. NO. W-31, LINING AND COATING PER SPECIFICATIONS.
3. FURNISH AND INSTALL PIPE PENETRATION PER DETAIL 1/8
4. FURNISH AND INSTALL 8" DUCTILE IRON LINED AND COATED 90° BEND (MJxMJ) PER SPECIFICATIONS WITH EBBA IRON MEGALUG OR ROMAC ROMAGRIP RESTRAINT ENDS.
5. FURNISH AND INSTALL 8"x8"x8" DUCTILE IRON TEE (MJxMJxMJ) LINED AND COATED PER SPECIFICATIONS WITH EBBA IRON MEGALUG OR ROMAC ROMAGRIP RESTRAINT ENDS.
6. FURNISH AND INSTALL 4" PVC DRAIN PIPE SCHEDULE 40 INCLUDING ALL FITTINGS AS REQUIRED.
9. FURNISH AND INSTALL 23'-0" x 26'-8" x 10'-8" TALL SPLIT FACE CMU BUILDING WITH ROOF PER STRUCTURAL DRAWINGS.
10. FURNISH AND INSTALL 8" DUCTILE IRON LINED AND COATED 90° BEND (FLG'D) PER SPECIFICATIONS.
41. REMOVE EXISTING BLIND FLANGE AND CONNECT PIPE OR FITTING.
49. FURNISH AND INSTALL INSULATING FLANGE KIT PER DETAIL 4/8

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California

Reviewed and Approved for BCVWD Facilities only.

Approved By: _____ Date: 1/3/22

MARK B. SWANSON
District Engineer
R.C.E. No. 72332

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Avoid cutting underground utility lines. It's costly.
Call 811 or 1-800-422-4133

REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER

REGISTERED PROFESSIONAL ENGINEER — STEVEN R. ANDREWS — RCE 31259 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:

STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050

SA ENGINEERING

SCALE:	
DATE:	11/30/21
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR:

City of BANNING — BUSINESS OPPORTUNITY

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:

LUIS A. CARDENAS, RCE #78335 EXP. 9/30/23 — DATE 1/4/22
SENIOR CIVIL ENGINEER

APPROVED BY:

ARTURO VELA, RCE #75696 EXP. 6/30/22 — DATE 1/5/22
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

SECTION VIEWS AND BCVWD DETAIL

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 6 OF 27

MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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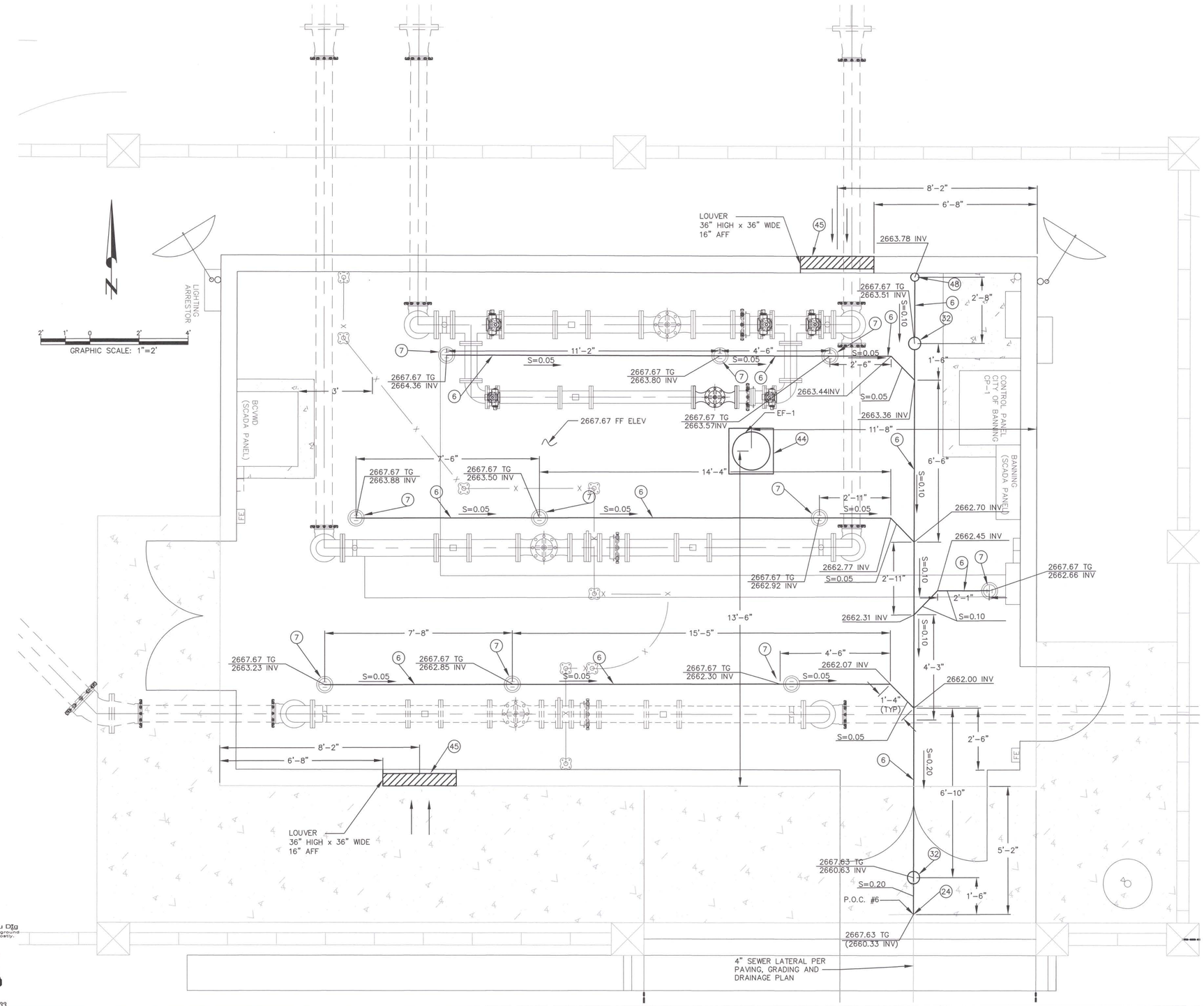

CONSTRUCTION NOTES

(6) FURNISH AND INSTALL 4" PVC DRAIN PIPE SCHEDULE 40 INCLUDING ALL FITTINGS AS REQUIRED.

(7) FURNISH AND INSTALL 4" DRAIN ASSEMBLY PER DETAIL 2/8

(24) FURNISH AND INSTALL 4" MAXADAPTER COUPLING MODEL MAX 4 INCLUDING REMOVAL OF EXISTING WATER TIGHT CAP.

(32) FURNISH AND INSTALL 4" CLEANOUT ASSEMBLY PER DETAIL 3/8

(44) FURNISH AND INSTALL ROOF MOUNTED EXHAUST FAN ASSEMBLY MODEL 120C15D AS MANUFACTURED BY LOREN COOK COMPANY.

(45) FURNISH AND INSTALL 36"(W) x 36"(H) DRAINABLE ADJUSTABLE LOUVER WITH ELECTRONIC ON/OFF ACTUATOR MODEL RUS-M24(-S) WITH THERMOSTAT CONTROL AND INSECT SCREEN MODEL ELM6DW MANUFACTURED BY RUSKIN OR EQUAL.

(48) FURNISH AND INSTALL 4" PVC VENT PIPE SCHEDULE 40 INCLUDING ALL FITTINGS AND WALL MOUNTS AS REQUIRED EXTENDING 2 FOOT ABOVE ROOF.

SYMBOLS

DIRECTION OF AIR FLOW

EXHAUST FAN TABLE

NO.	EF-1
MFR	LOREN COOK
MODEL	ACE-D 120C15D
TYPE	ROOF MOUNTED
FAN, RPM	1550
FAN, CFM	1517
SP IN WG.	0.25
MOTOR, HP	1/4
VOLTS	115
PHASE	1
DISCONNECT	MFR
WT. LBS.	67±
CONTROL	THERMOSTAT AND SWITCH
ROOF OPENING	15 1/2"x15 1/2"
ROOF CURB	SLOPED RCG

NOTE: SEE ELECTRICAL DRAWINGS FOR EXHAUST FAN CONNECTION DIAGRAM

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California
Reviewed and Approved for BCVWD Facilities only.
Approved By: _____ Date: 1/13/22
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

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Avoid cutting underground utility lines. It's costly.
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REVISIONS

MARK		APPR	DATE

SEAL - ENGINEER
REGISTERED PROFESSIONAL ENGINEER P. R. MOWRER RCE 31259 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 216-5060
SA ENGINEERING

SCALE:	
DATE:	11/30/21
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR: City of Banning, Excellent Opportunity

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/23
SENIOR CIVIL ENGINEER
1/4/22 DATE
APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22
PUBLIC WORKS DIRECTOR/CITY ENGINEER
1/5/22 DATE

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

VENTILATION AND PLUMBING PLAN

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 7 OF 27
MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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Last Edit: 11.17.2021 12:20:13 PM Rev: Cramirez
File: Sheet 07 Ventilation Plan.dwg
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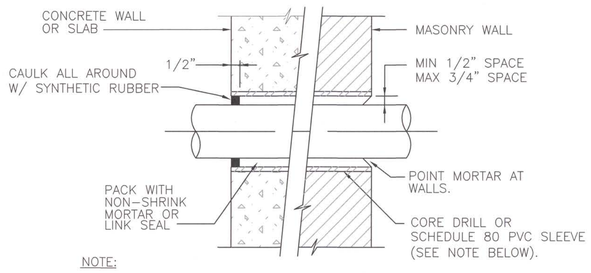
Plot Date: 11/29/2021 1:39 PM Rev: cramirez

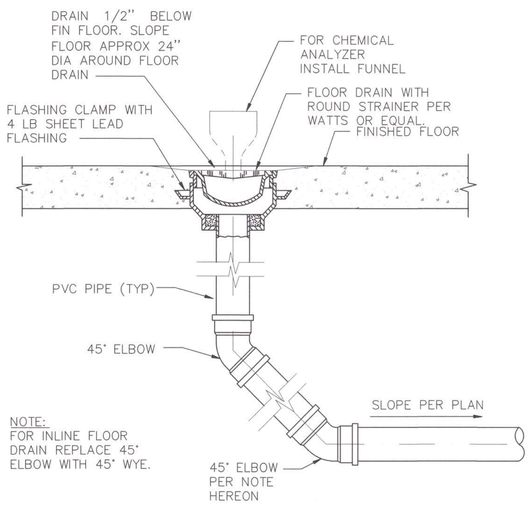


NOTE:

1. SLEEVES FOR ELECTRICAL CONDUIT SHALL BE SCHEDULE 80 PVC.

PIPE PENETRATION DETAIL 1/–

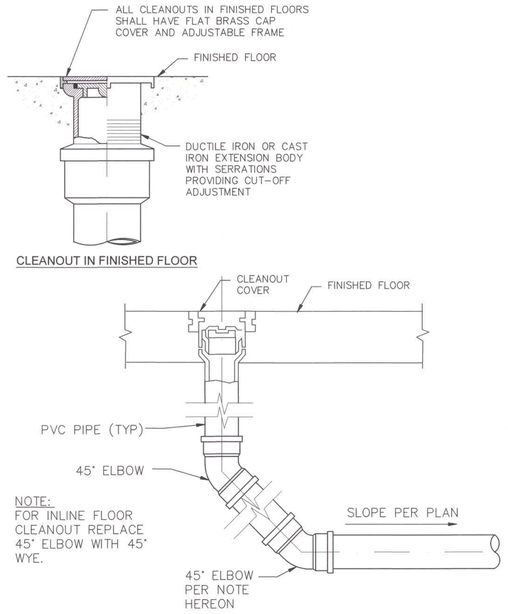
SCALE: NT.S.



NOTE:
FOR INLINE FLOOR DRAIN REPLACE 45° ELBOW WITH 45° WYE.

FLOOR DRAIN DETAIL 2/–

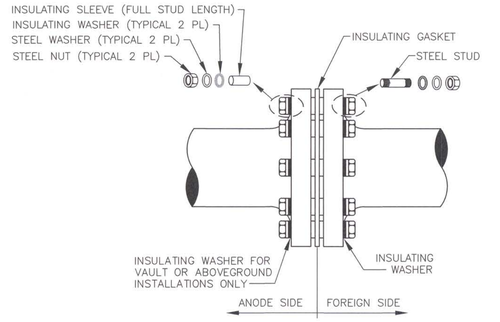
SCALE: NT.S.



NOTE:
FOR INLINE FLOOR CLEANOUT REPLACE 45° ELBOW WITH 45° WYE.

FLOOR CLEANOUT DETAIL 3/–

SCALE: NT.S.

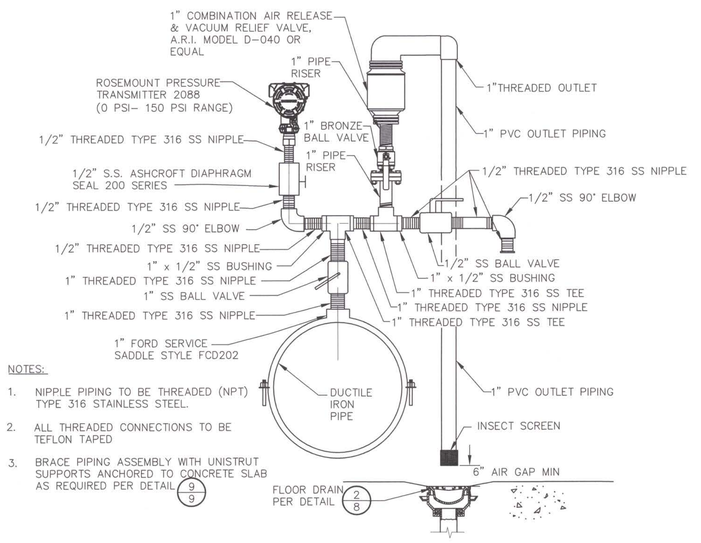


NOTES:

1. HARDWARE QUANTITIES IN INSULATING FLANGE KIT WILL VARY BASED ON GASKET PATTERN AND PIPE SIZE.
2. FOR BELOWGROUND INSTALLATIONS, INSTALL SINGLE-WASHER KITS WITH THE ISOLATING WASHERS ONLY ON THE FOREIGN SIDE OF THE FLANGES.

FLANGE INSULATING KIT DETAIL 4/–

SCALE: NT.S.

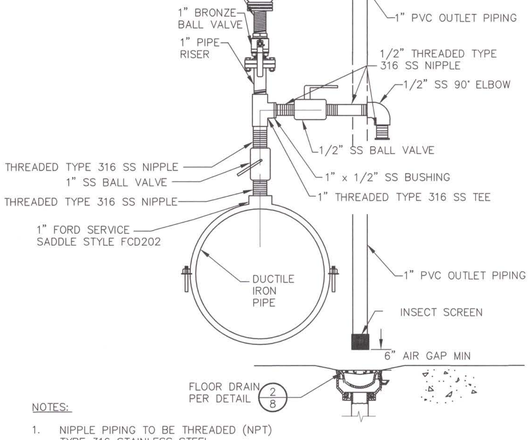


NOTES:

1. NIPPLE PIPING TO BE THREADED (NPT) TYPE 316 STAINLESS STEEL.
2. ALL THREADED CONNECTIONS TO BE TEFLON TAPED
3. BRACE PIPING ASSEMBLY WITH UNISTRUT SUPPORTS ANCHORED TO CONCRETE SLAB AS REQUIRED PER DETAIL 9/9

PRESSURE GAUGE , SAMPLE TAP AND COMBINATION AIR RELEASE VALVE DETAIL 5/–

SCALE: NT.S.



NOTES:

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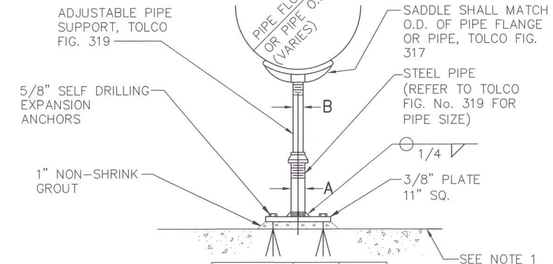
3. BRACE PIPING ASSEMBLY WITH UNISTRUT SUPPORTS ANCHORED TO CONCRETE SLAB AS REQUIRED PER DETAIL 9/9

COMBINATION AIR RELEASE VALVE DETAIL 6/–

SCALE: NT.S.

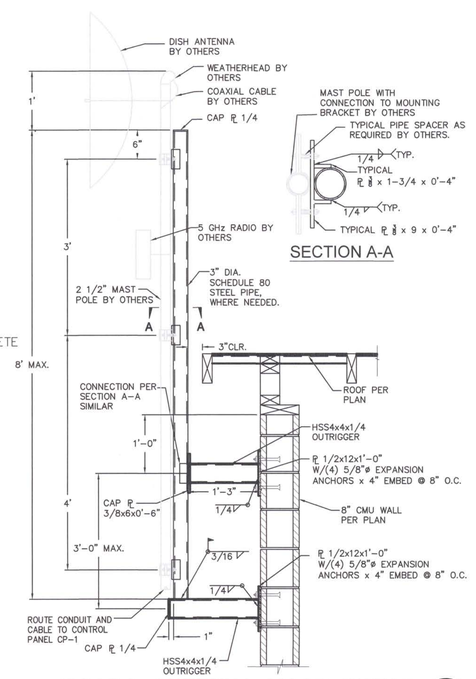


PIPE SIZE BEING SUPPORTED	A PIPE SIZE	B PIPE SIZE
2"	2"	1-1/2"
4"	3"	2-3/8"
6"	3"	2-1/2"
8"	3"	2-1/2"
10"	3"	2-1/2"
12"	3"	2-1/2"
16"	4"	3"
18"	6"	4"
20"	6"	4"
24"	6"	4"

NOTE 1:
IF SUPPORT IS NOT ON CONCRETE SLAB, USE 16" SQ X 18" DEEP CONC FOOTING WITH # 3 BARS 12" OC, EF, EW.

ADJUSTABLE PIPE SUPPORT DETAIL 7/–

SCALE: NT.S.



SCADA ANTENNA MAST DETAIL 7A/–

SCALE: NT.S.

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California

Reviewed and Approved for BCVWD Facilities only.

Approved By: _____ Date: 1/19/22

MARK B. SWANSON
District Engineer
R.C.E. No. 72332

Call before you Dig
Avoid cutting underground utility lines. It's easy.
Call 811 or 1-800-422-4133

REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER

REGISTERED PROFESSIONAL ENGINEER — STEVEN R. ANDREWS — RCE 31259 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:

STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050

SAE ENGINEERING

SCALE:	
DATE:	11/30/21
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR:

City of BANNING — WORK DISTINGUISHED TRADITIONS — ENDLESS OPPORTUNITY

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:

LUIS A. CARDENAS, RCE #78335 — EXP. 9/30/23 — SENIOR CIVIL ENGINEER — 1/4/22 DATE

APPROVED BY:

ARTURO VELA, RCE #75696 — EXP. 6/30/22 — PUBLIC WORKS DIRECTOR/CITY ENGINEER — 1/5/22 DATE

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

MECHANICAL DETAILS

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 8 OF 27

MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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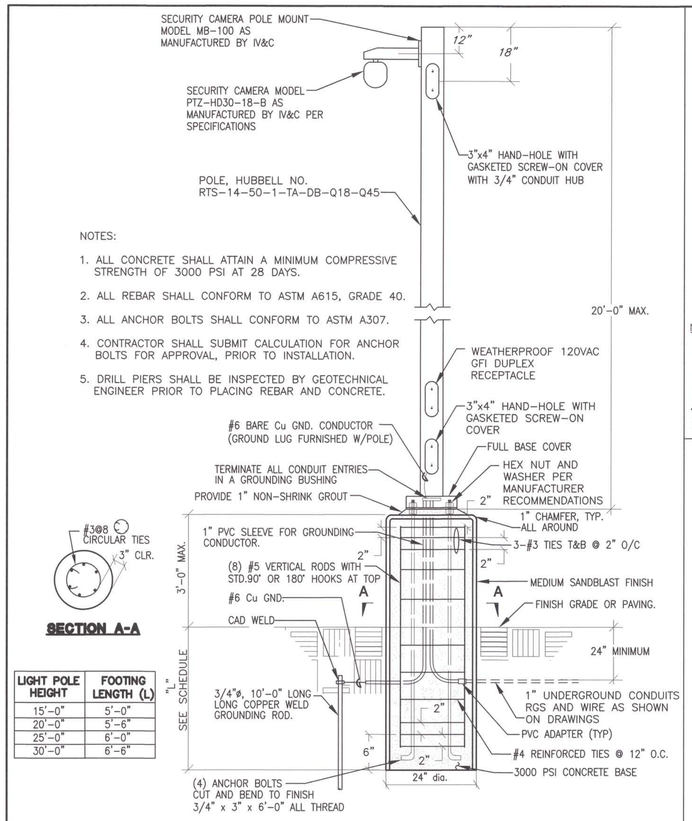
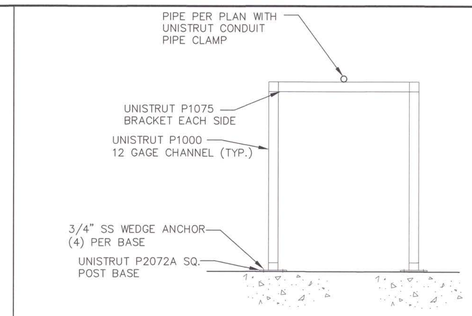


LIGHT POLE HEIGHT	FOOTING LENGTH (L)
15'-0"	5'-0"
20'-0"	5'-6"
25'-0"	6'-0"
30'-0"	6'-6"

SECURITY CAMERA DETAIL 8/–
SCALE: NT.S.



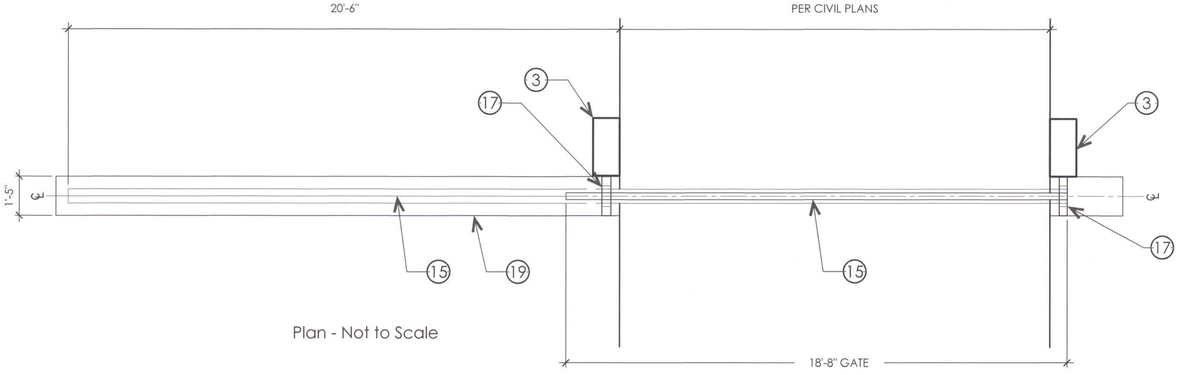
NOTES:
1. LENGTH OF UNISTRUT P1000 TO BE AS REQUIRED TO SUPPORT PIPING.
2. UNISTRUT SHALL BE HOT DIPPED GALVANIZED.

UNISTRUT PIPE SUPPORT DETAIL 9/–
SCALE: NT.S.

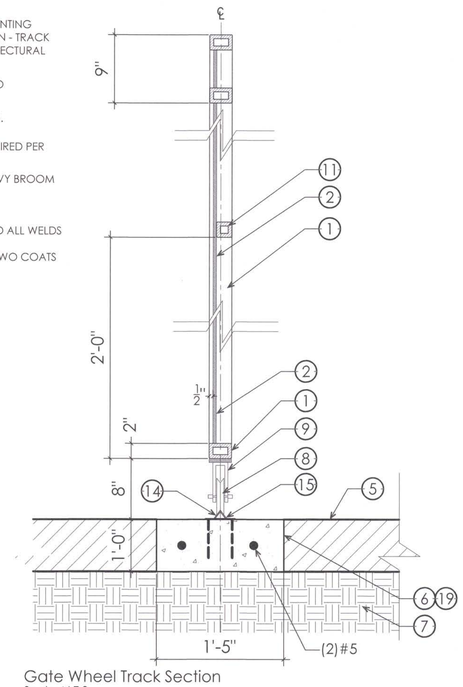
MATERIAL LIST

1. 3" WIDE X 2" HEIGHT TUBULAR STEEL GATE FRAME, TOP, BOTTOM, ENDS, VERTICAL.
2. 1/2" SQ. x 16 GA. TUBULAR STEEL GATE PICKETS @ 4" O/C MAX. (4" CLEAR. MAX. OPENING ALLOWED PER CODE) TYPICAL.
3. ADJACENT PILASTER PER PAVING, GRADING AND DRAINAGE PLANS.
4. SQUARE OPENING FOR CHAIN AND PAD LOCK
5. CONCRETE PAVING PER PAVING, GRADING AND DRAINAGE PLANS PLANS
6. CONC. FOOTING TO BE 4500 P.S.I. @ 28 DAYS CROWN TOP 1" AS SHOWN TO DRAIN
7. COMPACTED SUBGRADE PER GEOTECH
8. 4" DIA. HEAT-TREATED V-GROOVE WHEEL WITH ½" DIA. AXLE AND GREASED AXEL FITTING - QUANTITY AS REQUIRED.
9. STEEL V-GROOVE BOX FOR WHEEL.
10. FINISHED GRADE PER PAVING, GRADING AND DRAINAGE PLANS.
11. 2-1/2" WIDE X 2" HEIGHT TUBULAR STEEL GATE MID RAIL.
12. SQUARE WOVEN WIRE MESH PLAIN WEAVE, 18x18 SQUARE MESH, 0.0466"x0.0466" SQUARE OPENING, 0.009" THICK WIRE 36 GAUGE, WELDED TO STEEL GATE PICKETS.
13. CUT END OF STEEL PLATE AS SHOWN.
14. GATE TRACK, 1" x 1" STEEL ANGLE IRON.
15. GATE TRACK INSTALLED ON CONCRETE BAND WITH STEEL MOUNTING PLATE FOR ANGLE IRON WHEEL TRACK. 1"x1" STEEL ANGLE IRON - TRACK FOR GATE WHEELS - WELD TO MOUNTING PLATE. (KING ARCHITECTURAL METALS 39-VTRACK-19)
16. 3" WIDE STEEL PLATE ALONG BOTTOM OF GATE (BOTH SIDES) TO CONCEAL WHEELS.
17. 4"x4" TUBE STEEL GATE SUPPORT, SET INTO CONCRETE FOOTING.
18. 6" RUBBER ROLLER WITH TOTAL DIM. 2-7/8"W x 7-3/8" H. (4 REQUIRED PER FRAME SUPPORT).
19. 1'-5" WIDE CONCRETE BAND (NATURAL GRAY CONCRETE, HEAVY BROOM FINISH) FOR GATE TRACK .

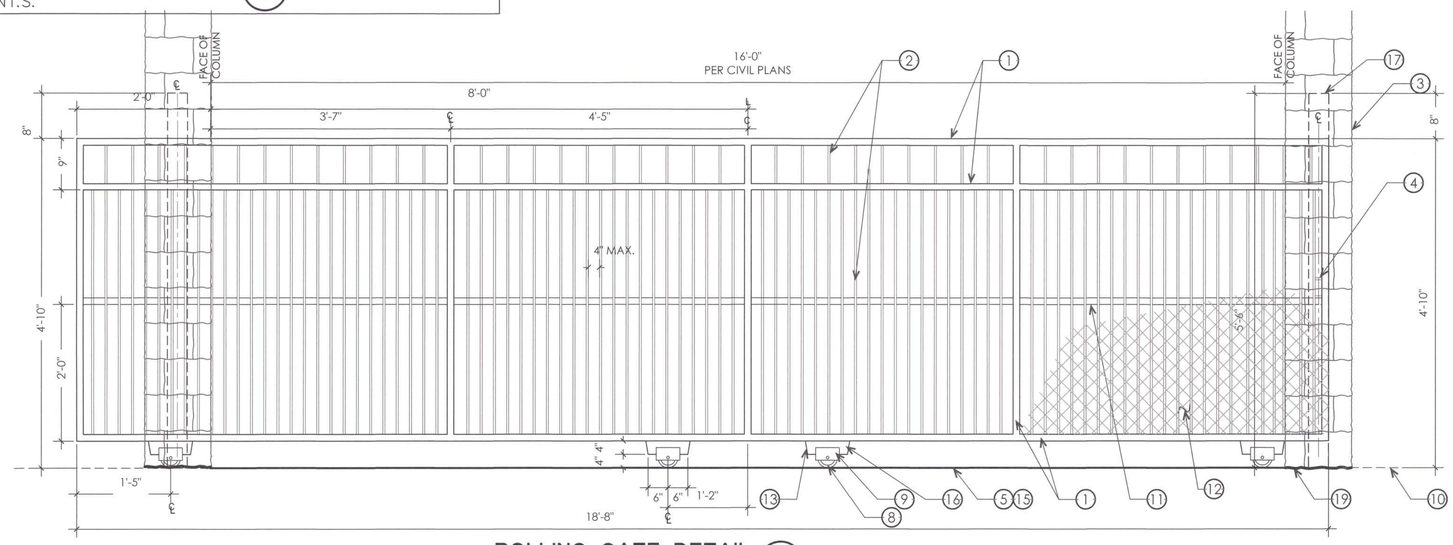
NOTES:
1. ALL WELDS SHALL BE 1/8" FILLET WELDS ALL AROUND. GRIND ALL WELDS SMOOTH.
2. PAINT ALL METAL MEMBERS WITH ONE COAT PRIMER AND TWO COATS ENAMEL.
3. ALL POSTS TO BE ZINC METALIZED.
4. CONTRACTOR TO SUBMIT SHOP DRAWING.
5. ATTACH FRAME TO PILASTER WITH 1/2" RED HEAD BOLT



Plan - Not to Scale



Gate Wheel Track Section
Scale: N.T.S.



Elevation - Not to Scale

ROLLING GATE DETAIL 10/–
SCALE: NT.S.

Gate Support Track Section
Scale: N.T.S.

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California
Reviewed and Approved for BCVWD Facilities only.
Approved By: _____ Date: 1/19/22
MARK E. SWANSON
District Engineer
R.C.E. No. 72332

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Avoid cutting underground utility lines. It's easy.
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REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER
REGISTERED PROFESSIONAL ENGINEER — CIVIL — RCE 31259 — STATE OF CALIFORNIA

PLANS PREPARED BY:
STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050
SA ENGINEERING

SCALE:	
DATE:	11/30/21
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR: City of BANNING

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/23 — 1/4/22 DATE
SENIOR CIVIL ENGINEER
APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — 1/6/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

SECURITY CAMERA, UNISTRUT PIPE SUPORT AND ROLLING GATE DETAILS

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 9 OF 27
MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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File: Sheet 09.dwg
Plot Scale: 0.1435:1 Dwg Scale: ---
Plot Date: 11/29/2021 1:40 PM By: cramirez

ARCH'L GENERAL NOTES:

1. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND TO NOTIFY THE ARCHITECT/ENGINEER IMMEDIATELY OF ANY DISCREPANCIES. PROCEEDING WITH WORK WITHOUT VERIFICATION AND/OR NOTIFYING THE ARCHITECT/ENGINEER SHALL BE AT THE CONTRACTORS OWN RISK.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH ANY OTHER PLANS PREPARED BY OTHERS AND FOR PROVIDING ANY NECESSARY BACKING, BLOCKING, STRAPPING, ATTACHMENTS, OR ANYTHING ELSE REQUIRED FOR A COMPLETE AND FINISHED INSTALLATION.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH GRADING, UTILITY, AND LANDSCAPE/IRRIGATION PLANS AND FOR PROVIDING ALL NECESSARY SITE WORK, FEATURES, UTILITY CONNECTIONS, MATERIALS AND EQUIPMENT REQUIRED FOR A COMPLETE AND FUNCTIONING INSTALLATION, WHETHER SPECIFICALLY SHOWN ON THE PLANS OR NOT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE ELECTRICAL, MECHANICAL, AND CIVIL DRAWINGS AND FOR PROVIDING ANY NECESSARY FIXTURES, CONDUIT, PIPING, CONNECTIONS, BACKING, BLOCKING, STRAPPING, ATTACHMENTS, OR ANYTHING ELSE REQUIRED FOR A COMPLETE AND FINISHED INSTALLATION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO ORDERING ANY FIXTURES OR EQUIPMENT AND PRIOR TO CONSTRUCTION.
5. THE CONTRACTOR SHALL PROVIDE PRODUCT DATA AND/OR SHOP DRAWINGS FOR REVIEW AS REQUIRED BY PROJECT SPECIFICATIONS AND/OR AS TYPICALLY PROVIDED FOR A CONSTRUCTION PROJECT. SHOP DRAWINGS SHALL INCLUDE VERIFICATION OF DIMENSIONS AND FIELD CONDITIONS. THE REVIEW OF SHOP DRAWINGS DOES NOT INCLUDE THE VERIFICATION OF DIMENSIONS OR EXISTING CONDITIONS BY THE ARCHITECT/ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER VERIFICATION, FIT AND INSTALLATION OF ALL MATERIALS, FIXTURES, EQUIPMENT, AND FINISHES.
6. THE OWNER SHALL BE RESPONSIBLE FOR A FINAL REVIEW OF ALL CONSTRUCTION DOCUMENTS PRIOR TO BIDDING AND/OR START OF CONSTRUCTION AND SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES, OMISSIONS, REVISIONS, ETC. REQUIRED PRIOR TO BIDDING, AWARD OF CONTRACT, AND/OR START OF CONSTRUCTION FOR REVISION TO THE DOCUMENTS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION BETWEEN THE EXISTING CONDITIONS AND THE PROPOSED WORK.

GENERAL NOTES

1. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS BEFORE STARTING WORK. THE ARCHITECT OR ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCY.
2. NOTES & DETAILS ON DRAWINGS SHALL TAKE PRECEDENCE OVER THESE GENERAL NOTES.
3. ALL MATERIAL & WORKMANSHIP SHALL CONFORM TO THE 2018 INTERNATIONAL BUILDING CODE AND THE 2019 CALIFORNIA BUILDING CODE.
4. THE DESIGN, ADEQUACY & SAFETY OF ERECTION BRACING, SHORING, TEMPORARY SUPPORTS, FORMS ETC., IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR, AND HAS NOT BEEN CONSIDERED BY THE STRUCTURAL ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR MEANS AND METHODS OF CONSTRUCTION TO INSURE THE STABILITY OF THE STRUCTURE PRIOR TO THE APPLICATION OF ALL WALLS, ROOF & FLOOR SHEATHING AND FINISH MATERIALS. HE SHALL PROVIDE THE NECESSARY BRACING TO PROVIDE STABILITY PRIOR TO THE APPLICATION OF THE AFOREMENTIONED MATERIALS. THE CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH OSHA REQUIREMENTS INCLUDING, BUT NOT LIMITED TO, THE ADDITION OF ANCHOR BOLTS AND/OR TEMPORARY BRACING TO INSURE COLUMN STABILITY DURING CONSTRUCTION. OBSERVATION VISITS TO THE SITE BY THE STRUCTURAL ENGINEER SHALL NOT INCLUDE INSPECTION OF THE ABOVE ITEMS.
5. THE CONTRACTOR SHALL HAVE SOLE RESPONSIBILITY FOR SITE SAFETY. ANY FABRICATOR AND ERECTOR SHALL REVIEW THE CONTRACT DOCUMENTS AND IF THE STRUCTURE, AS SHOWN ON THOSE DOCUMENTS, IS IN CONFLICT WITH THE REQUIREMENTS OF ANY SAFETY REGULATION, THE FABRICATOR SHALL NOTIFY THE STRUCTURAL ENGINEER (STB) PRIOR TO COMMENCING SHOP DRAWING PRODUCTION. IF THE FABRICATOR AND/OR ERECTOR FAIL TO NOTIFY STB, AS STATED ABOVE, THEY SHALL BECOME RESPONSIBLE FOR ALL COSTS FOR CORRECTING SUCH CONFLICTS WITH THE REQUIREMENTS OF ANY AND ALL SAFETY REGULATIONS.
6. VIBRATIONAL EFFECTS OF MECHANICAL EQUIPMENT HAVE NOT BEEN CONSIDERED BY THE STRUCTURAL ENGINEER.
7. CONCRETE SLAB ON GRADE HAS NOT BEEN DESIGNED BY THE STRUCTURAL ENGINEER FOR:
   A). ANY CONSTRUCTION LOADS (i.e. CRANES, CONCRETE TRUCKS OR etc.)
   B). ANY SPECIFIC OCCUPANT SERVICE LOADS (i.e. FORKLIFTS, STORAGE RACKS, OR etc.)
8. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING UTILITIES WHETHER SHOWN HEREON OR NOT AND TO PROTECT THEM FROM DAMAGE. THE CONTRACTOR SHALL BEAR ALL EXPENSE OF REPAIR OR REPLACEMENT IN CONJUNCTION WITH THE EXECUTION OF THIS WORK.
9. ALL EXPANSION JOINTS IN THE BUILDING SHALL CONTINUE THEIR FULL WIDTH THROUGH ALL STRUCTURAL ELEMENTS UNLESS SPECIFICALLY DETAILED OTHERWISE. FOR EXPANSION JOINT LOCATIONS SEE ARCHITECTURAL AND STRUCTURAL DRAWINGS AND SPECIFICATIONS.
10. FOR ROOF ELEVATIONS, AND SIZE AND LOCATION OF MECHANICAL UNITS AND ETC., REFER TO THE ARCHITECTURAL AND MECHANICAL DRAWINGS, UNLESS NOTED OTHERWISE.
11. DESIGN CRITERIA:
    1. DEAD AND LIVE LOADS
       SEE FRAMING PLANS
    2. WIND LOADS:
       BASIC WIND SPEED, V = 107mph
       WIND IMPORTANCE FACTOR, I = 1.0
       WIND EXPOSURE= C
       INTERNAL PRESSURE COEFFICIENT = ±0.18
       COMPONENTS AND CLADDING WIND PRESSURE = 21.0 PSF
    3. SEISMIC DESIGN CRITERIA:
       SEISMIC IMPORTANCE FACTOR, I =1.5
       SEISMIC DESIGN CATEGORY: D
       SITE CLASS: D
       SEISMIC FORCE RESISTING SYSTEM: CMU
       R= 5 Ωo= 2.5
       Ss=2.02 Fa=1.2 Sds = 1.762
       S1 =0.758 Fv=1.7 Sd1 =0.859
       DESIGN BASE SHEAR = 0.528W
       ANALYSIS PROCEDURE = EQUIVALENT LATERAL FORCE PROCEDURE

FOUNDATIONS

1. DESIGN SOIL PRESSURE = 2000 PSF
   18" MINIMUM EMBEDMENT
   BASED ON SOILS REPORT BY: GEOCON WEST, INC.
   MURRIETA, CA
   PROJECT No. T2305-22-101
   DATED 08-31-2021
2. SOIL CLASSIFICATION: SANDY GRAVEL
3. ALL FOOTING EXCAVATIONS SHALL BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO PLACING ANY REINFORCING IN THE EXCAVATED TRENCHES.
4. REFER TO GEOTECHNICAL REPORT FOR EXTENT OF SITE OVER-EXCAVATION AND RECOMPACTION.
5. NOTE: ALL FOOTINGS SHALL BEAR ON NATIVE UNCEMENTED SOILS OR COMPACTED GRANULAR FILL.

CONCRETE

1. THE MINIMUM ULTIMATE COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE:
   FOOTINGS = 4500 PSI
   SLAB ON GRADE = 4500 PSI
2. MIX DESIGN REQUIREMENTS:
   A. ALL CEMENT USED SHALL BE TYPE II OR EQUIVALENT IN CONFORMANCE WITH ASTM C-150.
   B. ALL CEMENT FOR CONCRETE IN DIRECT CONTACT WITH SOIL (ie. SLAB-ON-GRADE AND FOUNDATIONS) SHALL COMPLY WITH THE FOLLOWING:
      CEMENT TYPE: II
      MAXIMUM W/C RATIO: 0.45
      MIN. f'c= 4500 PSI
      W/C RATIO = MAXIMUM WATER-CEMENTITIOUS MATERIALS RATIO BY WEIGHT.
   C. MAXIMUM SIZE AGGREGATE FOR NORMAL WEIGHT CONCRETE SHALL BE AS LARGE AS POSSIBLE TO MINIMIZE CONCRETE SHRINKAGE POTENTIAL, 1 1/2 INCH MAXIMUM SIZE IS RECOMMENDED.
   D. CONCRETE SLUMP SHALL BE DESIGNED TO 4 INCHES. ALL CONCRETE WITH SLUMPS IN EXCESS OF 5 INCHES SHALL NOT BE USED.
   E. FINE AND COARSE AGGREGATE SHALL CONFORM TO ASTM C-33 FOR HARD ROCK AGGREGATE AND ASTM C-330 FOR LIGHT WEIGHT AGGREGATES.
   F. THE CONCRETE SUPPLIER MUST BEAR THE TOTAL RESPONSIBILITY THAT THE MIX DESIGNS WILL ATTAIN THE REQUIRED STRENGTH.
3. CONTINUOUS INSPECTION BY A SPECIAL INSPECTOR IS REQUIRED OF ALL CONCRETE PLACEMENT EXCEPT FOR SLABS ON GRADE AND 2500 PSI FOUNDATION CONCRETE.

CONCRETE, CONT'D

4. LOCATIONS OF CONSTRUCTION OR POUR JOINTS MUST BE APPROVED BY THE STRUCTURAL ENGINEER.
5. PIPES OR DUCTS EXCEEDING ONE THIRD THE SLAB OR WALL THICKNESS SHALL NOT BE PLACED IN STRUCTURAL CONCRETE UNLESS SPECIFICALLY DETAILED. SEE MECHANICAL AND/OR ELECTRICAL DRAWINGS FOR LOCATION OF SLEEVES, ACCESSORIES, ETC.
6. PIPES MAY PASS THROUGH STRUCTURAL CONCRETE IN SLEEVES, BUT SHALL NOT BE EMBEDDED THEREIN.
7. PROVIDE 3/4" CHAMFERS AT ALL EXPOSED CORNERS.
8. REFER TO ARCH'L DWGS. FOR MOLDS, GROOVES, ORNAMENTS, CLIPS OR GROUNDS REQUIRED TO BE CAST IN CONCRETE, AND OR LOCATION OF FLOOR FINISHES AND SLAB DEPRESSIONS.

REINFORCING STEEL

1. ALL REINFORCING STEEL SHALL BE GRADE 60 EXCEPT FOR #3 AND SMALLER WHICH MAY BE GRADE 40 IN ACCORDANCE WITH A.S.T.M. A615 UNLESS OTHERWISE NOTED. A.S.T.M. A706 WHERE WELDED. ALL WELDED DEFORMED STEEL WIRE FABRIC SHALL BE GRADE 60 OR GRADE 80 IN ACCORDANCE WITH ASTM A497.
2. ALL WELDED REINFORCING STEEL SHALL BE A.S.T.M. A706. LOW HYDROGEN E70XX OR E80XX WELDING RODS SHALL BE USED FOR ALL WELDING OF REINFORCING BARS. ALL WELDING OF REINFORCING STEEL SHALL BE DONE BY AN APPROVED FABRICATOR OR HAVE CONTINUOUS INSPECTION BY AN INDEPENDENT INSPECTION AGENCY.
3. REINFORCING STEEL SPECIFICALLY NOTED AS A706 THAT IS NOT WELDED MAY BE A615 GRADE 60 IF (1) THE ACTUAL YIELD STRENGTH BASED ON MILL TESTS DOES NOT EXCEED THE SPECIFIED YIELD STRENGTH BY MORE THAN 18000 PSI, AND (2) THE RATIO OF THE ACTUAL ULTIMATE TENSILE STRESS TO THE ACTUAL TENSILE YIELD STRENGTH IS NOT LESS 1.25. MILL REPORTS AND AFFIDAVIT OF COMPLIANCE IS REQUIRED.
4. BARS NOTED AS "CONTINUOUS", TYPICAL WALL REINFORCING, AND VERTICAL COLUMN REINFORCING SHALL HAVE A MINIMUM SPLICE EQUAL TO STANDARD LAP SPLICE. STANDARD LAP SHALL BE 48 BAR DIAMETER IN MASONRY WHEN SPACING BETWEEN ADJACENT BARS IS GREATER THAN 3", 62 BAR DIAMETER IN MASONRY WHEN SPACING BETWEEN ADJACENT BARS IS 3 INCHES OR LESS, AND IN CONCRETE 60 BAR DIAMETER FOR #6 & SMALLER, 72 BAR DIAMETER FOR #7 & LARGER
5. REINF. SHALL BE SPLICED ONLY AS SHOWN OR NOTED. SPLICES AT OTHER LOCATIONS SHALL BE REVIEWED BY THE STRUCTURAL ENGINEER. ALL VERTICAL WALL REINFORCEMENT SHALL BE CONTINUOUS BETWEEN SPLICE LOCATIONS SHOWN IN THE DETAILS. ALL VERTICAL WALL REINF. SHALL HAVE NO SPLICES EXCEPT AT THE FOUNDATIONS, UNLESS SPECIFICALLY APPROVED BY THE STRUCTURAL ENGINEER.
6. SPLICES IN ADJACENT HORIZONTAL WALL REINFORCING BARS SHALL BE STAGGERED 4'-0" MINIMUM UNLESS OTHERWISE NOTED.
7. PROVIDE DOWELS IN FOOTINGS AND/OR GRADE BEAMS THE SAME SIZE AND NUMBER AS VERTICAL WALL OR COLUMN REINFORCING. DOWELS SHALL HAVE A MINIMUM PROJECTION EQUAL TO STANDARD LAP SPLICES UNLESS OTHERWISE NOTED.
8. ALL REINFORCING, ANCHOR BOLTS, AND OTHER INSERTS SHALL BE SECURED IN PLACE PRIOR TO PLACING CONCRETE OR GROUTING MASONRY.
9. PROVIDE THE FOLLOWING MINIMUM PROTECTIVE COVERING OF CONCRETE:
   CLEAR 3" BELOW GRADE (UNFORMED)
   CLEAR 2" BELOW GRADE (FORMED)
   CLEAR 1" WALLS
   CLEAR 1½" COLUMNS
   CLEAR 1½" BEAMS AND GIRDERS
   CLEAR ¾" STRUCTURAL SLAB (ABOVE GRADE)
10. #5 OR LARGER REINFORCING BARS SHALL NOT BE RE-BENT WITHOUT APPROVAL OF STRUCTURAL ENGINEER.
11. SUBMITTAL OF REBAR SHOP DRAWINGS IS NOT REQUIRED BY THE STRUCTURAL ENGINEER FOR THIS PROJECT. REBAR SHOP DRAWINGS WILL NOT BE REVIEWED BY THE STRUCTURAL ENGINEER
12. REINFORCING STEEL BAR SIZES INDICATED ON THESE DRAWINGS ARE BASED UPON INCH-POUND BAR SIZE DESIGNATION. FOR SOFT METRIC BAR SIZES REFER TO THE CONVERSION CHART BELOW.

CONVERSION CHART

INCH-POUND BAR SIZE DESIGNATION	#3	#4	#5	#6	#7	#8	#9	#10	#11
SOFT METRIC BAR SIZE DESIGNATION	#10	#13	#16	#19	#22	#25	#29	#32	#36

CONCRETE BLOCK MASONRY

1. MASONRY SHALL CONFORM TO:
   a. IBC CHAPTER 21
   b. ACI 530.1-05/ASCE 6-05/TMS 602-05
   c. AND THE FOLLOWING REQUIREMENTS:

MASONRY MATERIAL PROPERTIES

	MINIMUM COMPRESSIVE STRENGTH (PSI)	STANDARD	TYPE
MASONRY	f'm = 1500 PSI	IBC TABLE 2105.2.2.1.2 OR ASTM C1314	RUNNING BOND PATTERN
BLOCK UNITS	1900	ASTM C90	GRADE N (TYPE 1) MEDIUM WEIGHT
MORTAR	1800	ASTM C270	S
GROUT	2000	ASTM C476	COARSE
CEMENT	–	ASTM C150	PORTLAND
LIME	–	ASTM C207	HYDRATED TYPE N OR S

2. COMPRESSIVE STRENGTH OF MASONRY SHALL BE DETERMINED BY "UNIT STRENGTH METHOD" OR "PRISM TEST METHOD" AS DEFINED BY THE IBC.
3. SEE ARCHITECTURAL FOR TYPE, COLOR, TEXTURE, AND JOINT DETAILS FOR CONCRETE BLOCKS/MORTAR.
4. USE OPEN-END BLOCKS TO ACCOMPLISH CONTINUOUS VERTICAL REINFORCEMENT.
5. MORTAR SHALL CONFORM TO THE "PROPORTIONS SPECIFICATIONS" OF IBC TABLE 2103.8(1) AND ASTM C270 TABLE 1.
6. BED JOINT THICKNESS SHALL BE 3/8" NOMINAL AND WITHIN THE TOLERANCES OF ARTICLE 3.3G OF AC1 530.1. CROSS WEBS SHALL BE FULL BEDDED IN MORTAR IN ALL COURSES OF WALL PIERS, COLUMNS, PILASTERS, AND IN THE STARTING COURSE ON FOUNDATIONS.
7. WALL PIERS ARE DEFINED AS WALLS LESS THAN 4'-0" LONG FOR 8" CMU AND 6'-0" LONG FOR 12" CMU.
8. SOLID GROUT ALL CELLS.
9. GROUT SHALL CONFORM TO THE REQUIREMENTS OF ASTM C476.

CONCRETE BLOCK MASONRY, CONT'D

10. GROUT SHALL CONTAIN MASONRY "GROUT-AID" ADDITIVE OR EQUAL TO REDUCE SHRINKAGE. (FLY ASH SHALL NOT BE USED)
11. MAXIMUM GROUT POUR HEIGHT SHALL NOT EXCEED 5'-0" FOR LOW-LIFT GROUTED CONSTRUCTION (SEE BELOW FOR HIGH-LIFT CONSTRUCTION).
12. MAXIMUM GROUT LIFT HEIGHT SHALL NOT EXCEED 5'-0".
13. VERTICAL CELLS SHALL HAVE VERTICAL ALIGNMENT THAT MAINTAIN A CLEAR UNOBSTRUCTED CONTINUOUS VERTICAL CELL. MINIMUM GROUT SPACE FOR VERTICAL CELLS SHALL BE 2½"x3". DOWELS FROM FOOTINGS SHALL BE SET TO ALIGN WITH CORE CONTAINING VERTICAL WALL REINFORCEMENT.
14. CONCRETE SURFACES SHALL BE CLEANED OF ALL LAITANCE PRIOR TO SETTING OF BLOCKS.
15. SPLICE VERTICAL REINFORCEMENT ONLY WHERE INDICATED ON THE STRUCTURAL DRAWINGS.
16. GROUT POURS SHALL BE CONSOLIDATED BY MECHANICAL VIBRATION.
17. REINFORCEMENT SHALL HAVE MINIMUM ½" GROUT CLEARANCE TO SURFACE OF MASONRY BLOCK UNITS.
18. PIPES, CONDUITS, AND SLEEVES SHALL NOT BE USED IN WALL PIERS, COLUMNS, OR PILASTERS UNLESS SPECIFICALLY DETAILED. PIPES CONTAINING LIQUID, GAS, OR VAPORS SHALL NOT BE EMBEDDED IN MASONRY. CONDUITS, PIPES, AND SLEEVES SHALL NOT BE ALUMINUM AND SHALL BE COMPATIBLE WITH MASONRY. PIPES, CONDUITS, AND SLEEVES SHALL BE SPACED 3 DIAMETERS ON CENTER MINIMUM. FOR CONDUITS IN MASONRY SEE (25/17)
19. WHERE "HIGH LIFT GROUTED CONSTRUCTION" IS USED THE MAXIMUM POUR HEIGHT SHALL BE 12 FEET. MINIMUM GROUT SPACE SHALL BE 3"x3" WHERE HIGH LIFT GROUTING IS USED. "CLEAN-OUTS" SHALL BE PROVIDED PER ACI 530.1, SECTION 3.2F.

ABBREVIATIONS

(SEE ARCH'L AND OTHER STANDARDS FOR ADD'L)

ALT.	= ALTERNATE	M.B.	= MACHINE BOLT
B	= BOTTOM	N.T.S	= NOT TO SCALE
B. P.	= BASE PLATE	N.S.	= NEAR SIDE
BM.	= BEAM	OPP.	= OPPOSITE ON CENTER
B.N.	= BOUNDARY NAILING	o/c	= ON CENTER
C.	= CAMBER	OWJ	= OPEN WEB JOIST
C.J.	= CONSTRUCTION JOINT	P.	= PLATE
℄	= CENTER LINE	PIL.	= PILASTER
CONC.	= CONCRETE	P.J.	= PANEL JOINT
CONT.	= CONTINUOUS	PWJ.	= WOOD 'I' JOIST
CTSK.	= COUNTER SUNK	PTDF.	= PRESSURE TREATED DOUGLAS FIR
D.	= DEPTH	P/T	= POST-TENSIONED (CONCRETE)
E.F.	= EACH FACE	S.D.S	= SELF DRILLING SCREW
E.W.	= EACH WAY	SIM.	= SIMILAR
EXP.	= EXPANSION	S.M.S.	= SHEET METAL SCREW (SAME AS SDS)
E.J.	= EXPANSION JOINT	S.P.C.	= STANDARD PIPE COLUMN
F.O.C.	= FACE OF CONCRETE	STL.	= STEEL
F.O.M.	= FACE OF MASONRY	T.O.F.	= TOP OF FOOTING
F.O.S.	= FACE OF STUD	T.O.S.	= TOP OF STEEL
F.S.	= FAR SIDE	T.O.W.	= TOP OF WALL
GLB	= GLUE-LAMINATED BEAM	TS.	= TUBE STEEL
GRD. BM.	= GRADE BEAM	TYP.	= TYPICAL
HDR.	= HEADER	U.N.O	= UNLESS NOTED OTHERWISE
HGR.	= HANGER	V.I.F.	= VERIFY IN FIELD
H.R.	= HARDROCK (CONCRETE)	W.S.	= WOOD SCREW
HSS	= HOLLOW STRUCTURAL SECTION	(E)	= EXISTING (CONSTRUCTION)
K.	= KIPS	(N)	= NEW (CONSTRUCTION)
K.P.	= KING POST		
LLV.	= LONG LEG VERTICAL		
LLH.	= LONG LEG HORIZONTAL		
LT. WT.	= LIGHT WEIGHT (CONCRETE)		

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District Engineer
R.C.E. No. 72332

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SEAL – ENGINEER

REGISTERED PROFESSIONAL ENGINEER — AUREA C. ROJO — No. 71266 — EXP. 12/31/21 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:
Au Design & Engineering
Architectural Engineering
Au DESIGN & ENGINEERING
16902 BOLSA CHICA RD., SUITE 104
HUNTINGTON BEACH, CA 92649
P: 714.369.8180
www.aureaeng.com

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CHECKED BY: APH

PREPARED FOR:
CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21 — 1/4/22 DATE
SENIOR CIVIL ENGINEER
APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — 1/5/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

STRUCTURAL GENERAL NOTES

SHEET 10 OF 27
MAP FILE NO.

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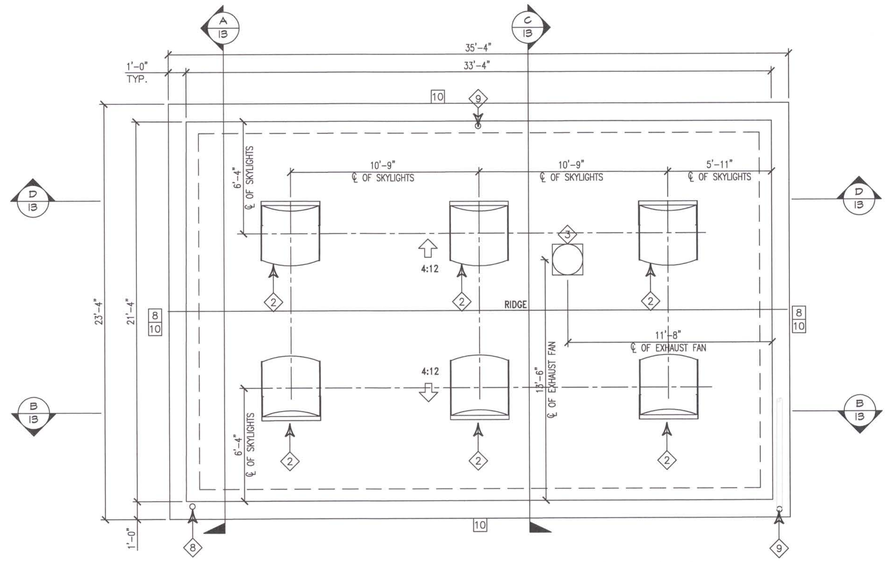
MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

FINISH SCHEDULE

MARK #	FINISH	COLOR/FINISH
1	EXTERIOR CONCRETE FLATWORK	PER PAVING GRADING AND DRAINAGE PLANS
2	ANGELES CMU BLOCK UNITS 8"x8"x16"	OAK - SPLIT FACE
3	ANGELES CMU BLOCK UNITS 8"x8"x16"	OAK - SMOOTH FACE
4	METAL PANEL DOORS	BROWN
5	BORAL ROOFING 900 SAXONY TILES	CHARCOAL BLEND (GREY)
6	INTERIOR CONCRETE SLAB	BROOM FINISH o/ EXPOSED NON-WATERBEARING CONCRETE
7	EXTERIOR BOARD & BATTEN SIDING	SAND COLOR
8	RIDGE BEAM OUTLOOKER	SAND COLOR / SHAPED
9	LOUVERS	SAND COLOR
10	MANUFACTURED GUTTERS AND DOWNSPOUTS	GALVANIZED
11	ILLUMINATING EXIT SIGN	PER ELECTRICAL MODEL LHWM LED G HO RED BACKGROUND
12	FIRE EXTINGUSHER	RED

DOOR/LOUVRE SCHEDULE

MARK #	SIZE	TYPE	THICKNESS	MATERIAL	FRAME
4	3'x3'-6"		1 ½"	ALUMINUM LOUVER	ALUMINUM
5	6'x7'	DOUBLE	1 ½"	X-TRA HEAVY DUTY 16 GA ROLLED STEEL	ROLLED 16 GA STEEL (FLUSH MOUNT SIDE w/ 4" HEADER)
6	3'x7'	SINGLE	1 ½"	X-TRA HEAVY DUTY 16 GA ROLLED STEEL	ROLLED 16 GA STEEL (2" SIDE MOUNT w/ 4" HEADER)



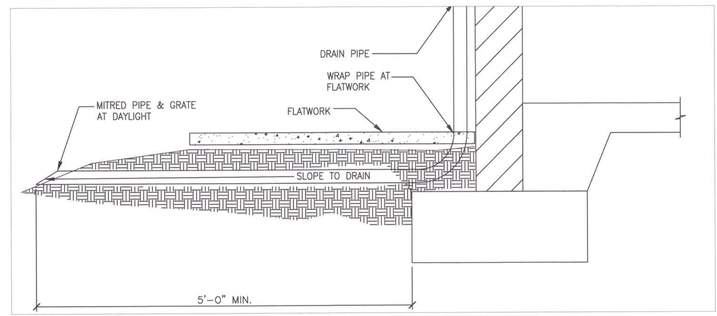
ROOF PLAN

SCALE 1/4"=1'-0"

WALL LEGEND & KEYNOTES

NEW 8" BLOCK WALL

1. ELECTRICAL PANEL
2. WASCO 4242 DOME SKYLIGHTS PER 2/9/17 & A/11
3. COOK ACE D 120C15D EXHAUST FAN
4. RUSKIN 36x42 ADJUSTABLE WALL LOUVER
5. DOUBLE DOOR
6. MAN DOOR
7. BCVWD SCADA
8. BURY DOWNSPOUT BELOW SIDEWALK AND SLOPE TO DRAIN PER B/11
9. DOWNSPOUT OVER FINISH GRADE



B BURIED DRAIN PIPE

A SKYLIGHT DETAIL

FLOOR PLAN

SCALE 1/4"=1'-0"

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MARK B. SWANSON
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MARK		APPR	DATE

SEAL – ENGINEER

REGISTERED PROFESSIONAL ENGINEER — AUREA C. HOKO — No. 71356 — Exp. 12/31/21 — CIVIL — STATE OF CALIFORNIA

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Au Design & Engineering
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Au DESIGN & ENGINEERING
16902 BOLSA CHICA RD., SUITE 104
HUNTINGTON BEACH, CA 92649
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City of BANNING — BUSINESS OPPORTUNITY

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 — EXP. 9/30/21
SENIOR CIVIL ENGINEER
1/4/22 DATE

APPROVED BY:
ARTURO VELA, RCE #75696 — EXP. 6/30/22
PUBLIC WORKS DIRECTOR/CITY ENGINEER
1/5/22 DATE

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

ARCHITECTURAL FLOOR PLAN AND ROOF PLAN

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING PW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 11 OF 27

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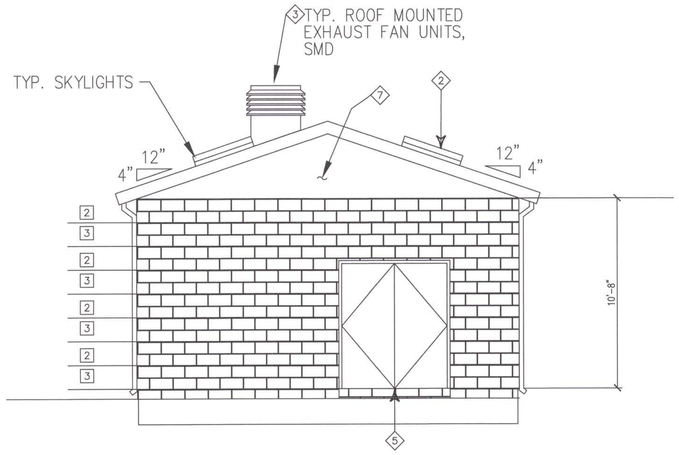
MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS



WEST ELEVATION

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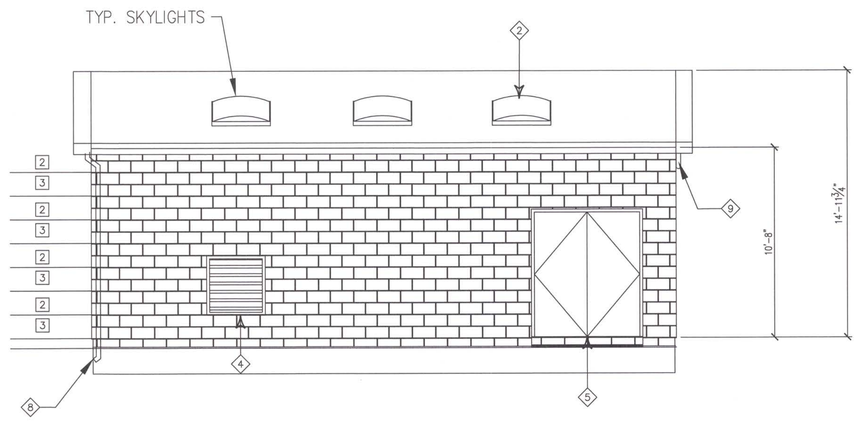


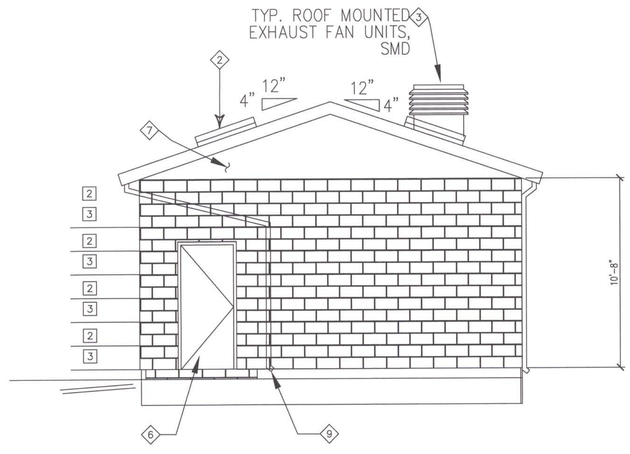
SOUTH ELEVATION

SCALE 1/4"=1'-0"

WALL LEGEND & KEYNOTES

NEW 8" BLOCK WALL

- 2 WASCO 4242 DOME SKYLIGHTS
- 3 COOK ACE D 120C15D EXHAUST FAN
- 4 RUSKIN 36x42 ADJUSTABLE WALL LOUVRE
- 5 DOUBLE DOOR
- 6 MAN DOOR
- 7 BOARD AND BATTEN SIDING
- 8 BURY DOWNSPOUT BELOW SIDEWALK AND SLOPE TO DRAIN.
- 9 DOWNSPOUT OVER FINISH GRADE



EAST ELEVATION

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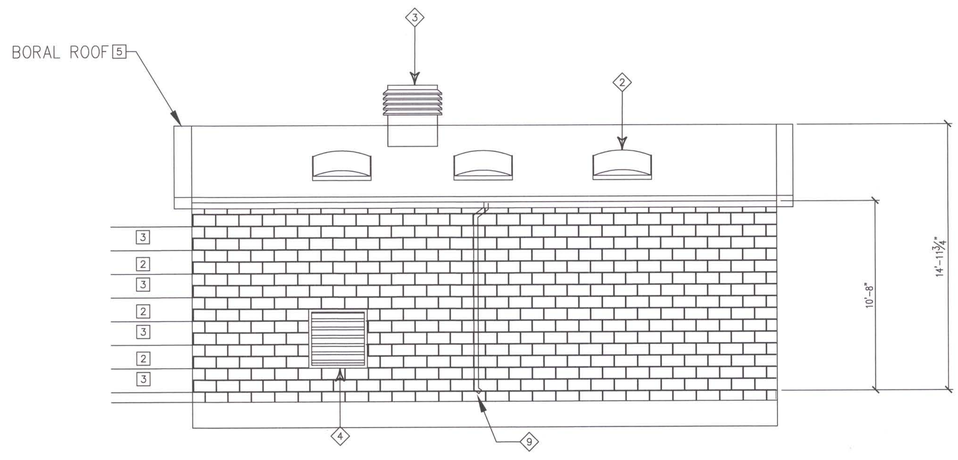

NORTH ELEVATION

SCALE 1/4"=1'-0"

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MARK B. SWANSON
District Engineer
R.C.E. No. 72332

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MARK		APPR	DATE

SEAL – ENGINEER
REGISTERED PROFESSIONAL ENGINEER
AUREA C. HOAD
No. 71236
Exp. 12/31/21
CIVIL
STATE OF CALIFORNIA

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CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21 — 1/4/22 DATE
SENIOR CIVIL ENGINEER
APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — 1/5/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

ARCHITECTURAL ELEVATIONS

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 12 OF 27

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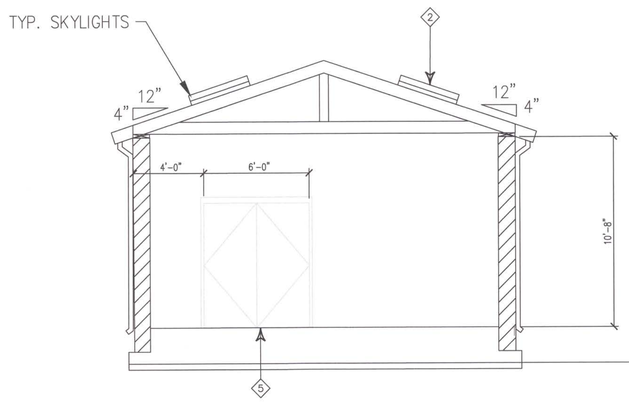

SECTION A–A

0' 2' 4' 8'

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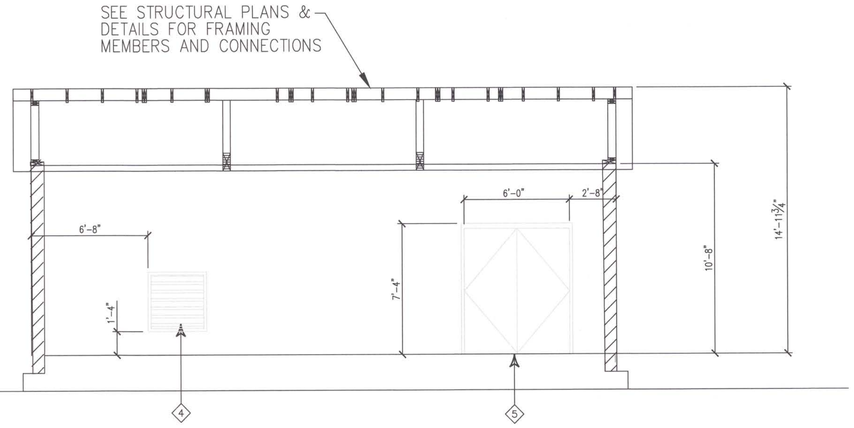


SECTION B–B

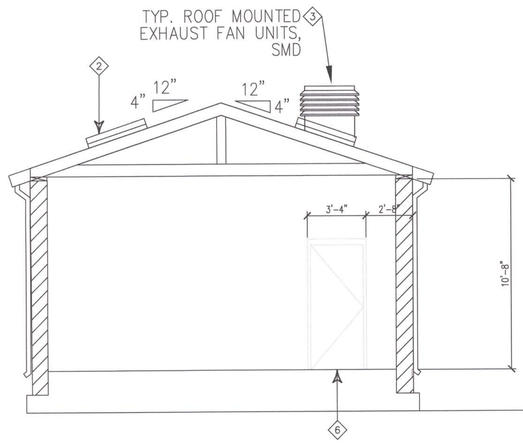
0' 2' 4' 8'

SCALE 1/4"=1'-0"

WALL LEGEND & KEYNOTES

NEW 8" BLOCK WALL

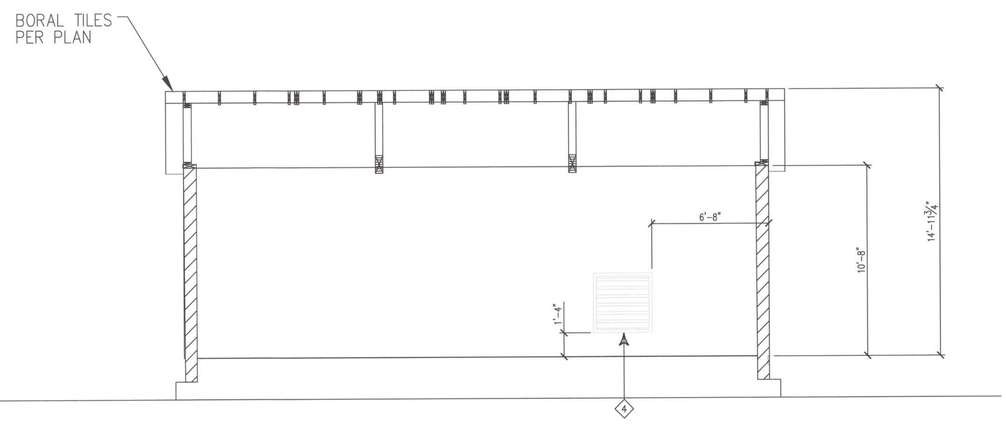
2. WASCO 4242 DOME SKYLIGHTS
3. COOK ACE D 120C15D EXHAUST FAN
4. RUSKIN 36x42 ADJUSTABLE WALL LOUVRE
5. DOUBLE DOOR
6. MAN DOOR



SECTION C–C

0' 2' 4' 8'

SCALE 1/4"=1'-0"



SECTION D–D

0' 2' 4' 8'

SCALE 1/4"=1'-0"

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REGISTERED PROFESSIONAL ENGINEER AUREA C. ROJAS No. 71856 Exp.12/31/21 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:

Au Design & Engineering
Architectural Engineering

Au DESIGN & ENGINEERING
16902 BOLSA CHICA RD., SUITE 104
HUNTINGTON BEACH, CA 92649
P: 714.369.8180
www.aureaeng.com

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PREPARED FOR:

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21 — 1/4/22 DATE
SENIOR CIVIL ENGINEER

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — 1/5/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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ARCHITECTURAL SECTIONS

SHEET 13 OF 27

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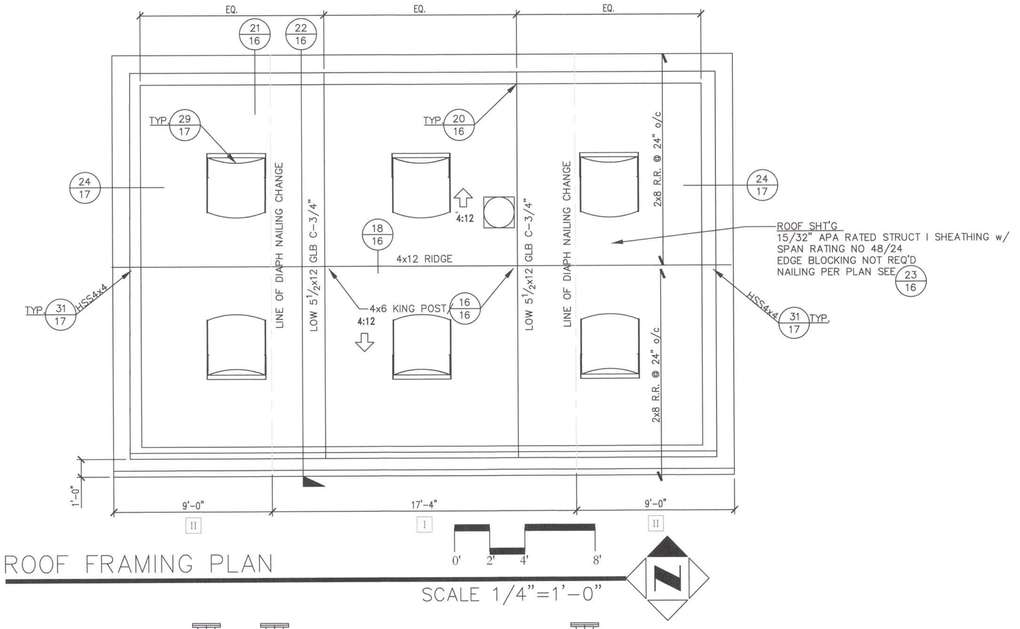
MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS



ROOF FRAMING PLAN

SCALE 1/4"=1'-0"

ROOF FRAMING NOTES

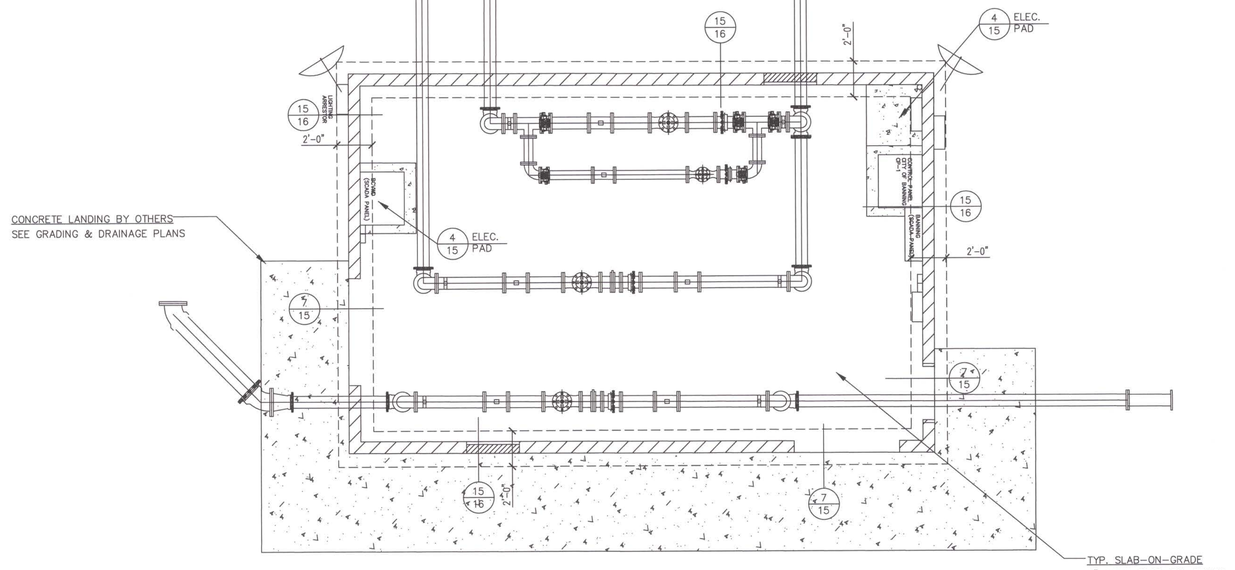
1. FOR GENERAL NOTES AND TYPICAL DETAILS REFER TO SHEET 10, AND 15 THRU 17.
2. SEE ARCH'L AND/OR MECH'L DWGS. FOR SIZE AND LOCATION OF ROOF OPENINGS, SEE 19/16 FOR FRAMING AROUND OPENINGS.
3. ROOF DESIGN LOADS:

ROOFING	=	9.7 PSF
PLYWOOD	=	1.5
JOISTS	=	1.5
BEAMS	=	1.0
CLG/MISC	=	0.3
D.L.	=	15.0 PSF
L.L.	=	20.0 PSF

4. ——→ DESIGNATES SPAN DIRECTION OF ROOF JOISTS.
5. ☐ DESIGNATES SPECIAL PLYWOOD NAILING PER SCHEDULE BELOW

I 10d @ 6"o/c B.N.
@ 6"o/c E.N.
@ 12"o/c F.N.

II 10d @ 4"o/c B.N. (STAGGR'D)
@ 6"o/c E.N.
@ 12"o/c F.N.



FOUNDATION PLAN

SCALE 1/4"=1'-0"

FOUNDATION NOTES

1. REFER TO SHEET 9 FOR GENERAL NOTES AND 14 THRU 16 FOR TYPICAL DETAILS.
2. REFER TO CIVIL DRAWINGS FOR EXTERIOR SLABS, CURBS WALKS, RAMPS AND ETC,
3. REFER TO CIVIL/ARCHITECTURAL DRAWINGS FOR ALL DIMENSIONS NOT SHOWN HERE.
4. REFER TO SOILS REPORT FOR EXCAVATION AND RECOMPACTION.
5. SEE DETAIL 11/15 FOR PIPES THRU SLAB AND FOOTINGS.
6. SEE DETAIL 9/15 M.B. INTO SLAB AND FOOTINGS.

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California
Reviewed and Approved for BCVWD facilities only.
Approved By: _____ Date: 1/19/22
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811
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REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER

REGISTERED PROFESSIONAL ENGINEER
AUREA C. HOU
No. 71286
Exp. 12/31/21
CIVIL
STATE OF CALIFORNIA

PLANS PREPARED BY:

Au Design & Engineering
Architectural Engineering

Au DESIGN & ENGINEERING
16902 BOLSA CHICA RD., SUITE 104
HUNTINGTON BEACH, CA 92649
P: 714.369.8180
www.aureaeng.com

SCALE:	
DATE:	11/30/2021
DRAWN BY:	APH
DESIGNED BY:	APH
CHECKED BY:	APH

PREPARED FOR:

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21
SENIOR CIVIL ENGINEER — 1/4/22 DATE

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22
PUBLIC WORKS DIRECTOR/CITY ENGINEER — 1/5/22 DATE

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

STRUCTURAL FOUNDATION PLAN AND ROOF FRAMING PLAN

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 14 OF 27

MAP FILE NO.

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Last Edit: 11.09.2021 05:17:59 PM By: Aurea

File: SPlan.dwg
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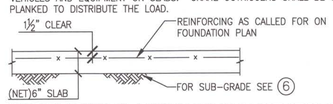
Plot Date: 11/12/2021 3:33 PM By: ${GETVAR,??}

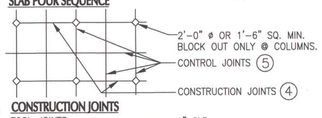
MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

1. CONCRETE STRENGTH @ 28 DAYS SHALL BE: 4500 PSF (NO SPECIAL INSPECTION)
2. MAXIMUM SLUMP OF CONCRETE SHALL BE 4". WAIT 7 DAYS BEFORE OPERATING VEHICLES AND EQUIPMENT ON SLABS. CRANE OUTRIGGERS SHALL BE WELL PLANKED TO DISTRIBUTE THE LOAD.

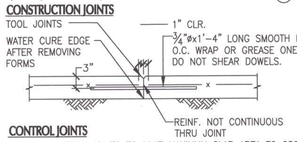


3. POUR SLAB IN STRIPS 18'–0" WIDE OR LESS OR IF LARGER STRIPS USED THEN PROVIDE ADDITIONAL CONTROL JOINTS PER (5)

SLAB POUR SEQUENCE



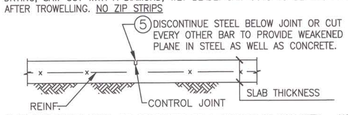
4. **CONSTRUCTION JOINTS**



5. **CONTROL JOINTS**

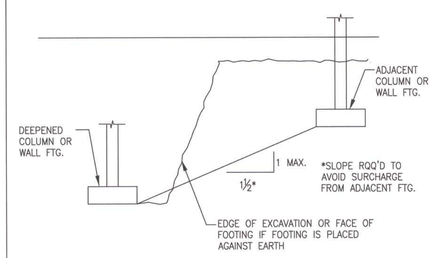
PROVIDE CONTROL JOINTS TO LIMIT MAXIMUM SLAB AREA TO 250 SF. WITH A MAXIMUM OF 15 FT IN ONE DIMENSION. CONTROL JOINTS SHALL BE PLACED PERPENDICULAR TO CONSTRUCTION JOINTS. PANEL LENGTH NOT TO EXCEED PANEL WIDTH BY MORE THAN 2 FT.

¾" TO 1" "SOFT-CUT" SAW CUT FILLED WITH A CEMENT GROUT AFTER 28 DAYS DRYING, SAW CUT WITH A DIAMOND, WET BLADE. SAW CUTS TO BE MADE RIGHT AFTER TROWELLING. NO ZIP STRIPS

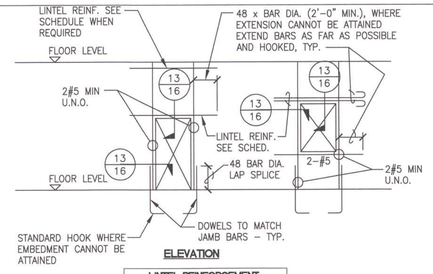


6. SLAB SUB GRADE SHALL BE COMPACTED TO A MINIMUM OF 90% WITH NO LOOSE SOIL ON TOP. NO HAND SHOVELED LEVELING. PAD SHALL BE MOISTENED PRIOR TO CONCRETE PLACEMENT. UNLESS NOTED OTHERWISE IN SOIL REPORT.
7. DO NOT PLACE CONCRETE WHEN THE TEMPERATURE EXCEEDS 90°F OR 80°F WHEN THE WIND EXCEEDS 12 MPH.
8. SLABS SHALL BE WET CURED WITH BURLENE FOR 7 DAYS MINIMUM
9. WHEN WIND, TEMPERATURE AND HUMIDITY CONDITIONS CAUSE EARLY DISAPPEARANCE OF BLEED WATER, STEPS SHALL BE TAKEN TO USE A FOG SPRAY. CURING SHALL COMMENCE IMMEDIATELY AFTER FINISHING.
10. THE VAPOR RETARDER SHALL BE PER ASTM E 1745 AND SHALL HAVE A PERMANENCE (WATER VAPOR TRANSMISSION RATE) OF LESS THAN 0.3 PERMS, AS DETERMINED BY ASTM E 96.
ALL LAPS AND SEAMS SHALL BE OVERLAPPED 6" MINIMUM. ALL JOINTS AND PENETRATIONS SHALL BE SEALED WITH MANUFACTURER'S RECOMMENDED ADHESIVE AND WITH PRESSURE SENSITIVE TAPE.

TYP. REINFORCED CONCRETE SLAB-ON-GRADE (6" THK.) 5



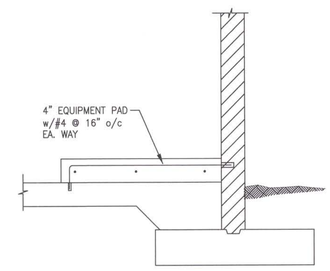
TYP. FOOTING SURCHARGE 1



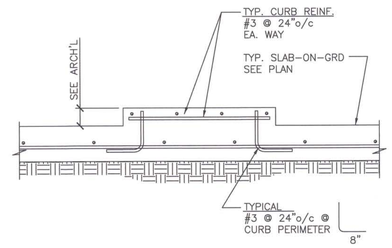
ELEVATION

LINTEL REINFORCEMENT	
WIDE OF OPENING	BAR SIZE
LESS THAN 5'–0"	(2)–#5
5'–0" TO 7'–0"	(2)–#6
>7'–0" TO 10'–0"	(2)–#7

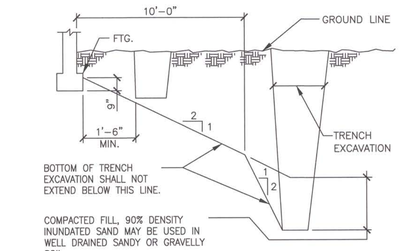
MASONRY WALL - MINIMUM REINFORCING AT OPENINGS (U.N.O.) 2



EQUIPMENT PAD INTO CMU 3

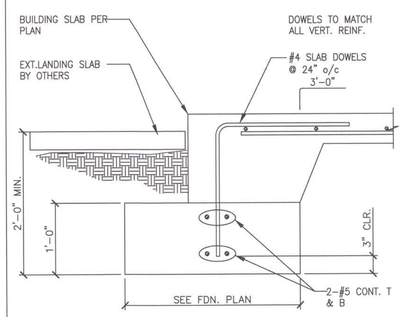


EQUIPMENT PAD INTO SLAB 4

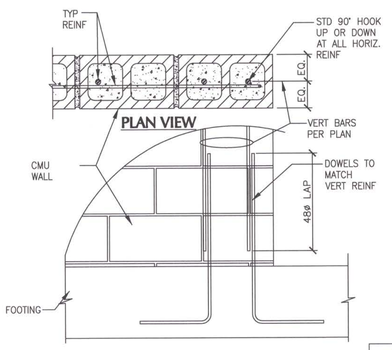


CONTRACTOR TO BE RESPONSIBLE FOR MAINTAINING THE SIDES OF THE TRENCH FROM CAVING IN UNTIL ALL BACKFILL IS COMPLETED. BACKFILL AS PER SPECIFICATIONS.

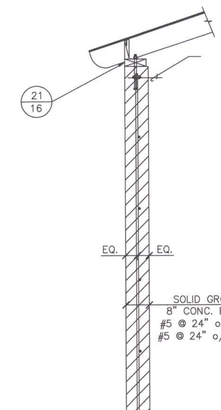
TYP. TRENCH EXCAVATION 6

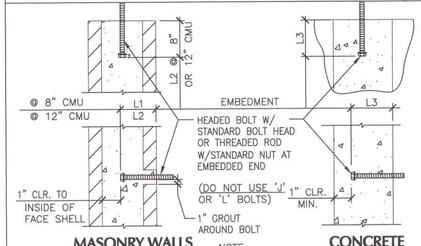


SLAB TURNDOWN AT DOOR THRESHOLD 7



VERT BARS AT WALL END 8





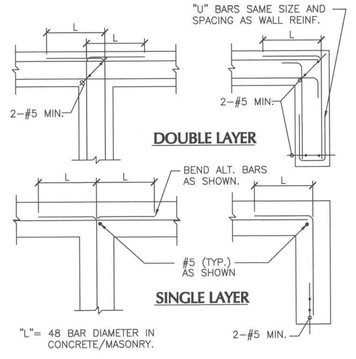
MASONRY WALLS

BOLT SIZE.	EMBEDMENT. MASONRY L1	MASONRY L2	CONCRETE L3
½" ø	5"	5"	7"
⅝" ø	5"	6"	7"
¾" ø	5"	8"	7"
⅞" ø	5"	9"	7"
1" ø	5"	9"	8"

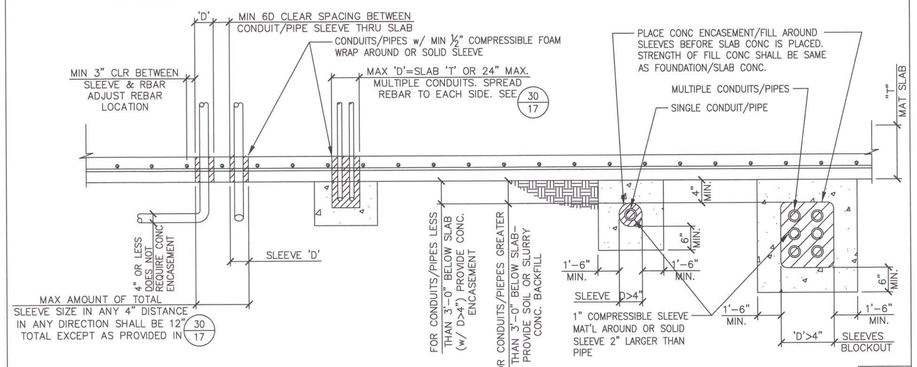
CONCRETE

NOTE:
MAX. BOLT SIZE FOR MASONRY WALLS SHALL BE: ¾"ø FOR 8" CMU, 1"ø FOR 12" CMU. MINIMUM EDGE DISTANCE SHALL EQUAL EMBEDMENT UNLESS NOTED OTHERWISE. ALL BOLTS SHALL BE ACCURATELY SET WITH REMOVABLE TEMPLATES. TEMPLATES SHALL BE REMOVED TO VERIFY GROUT CONSOLIDATION. ANY VOIDS SHALL BE FILLED WITH GROUT.

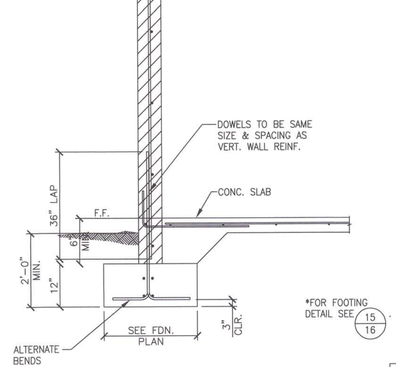
TYP. BOLT EMBEDMENT 9



TYP. REINF. @ CORNERS - INTERSECTIONS 10



CONDUITS/PIPES THRU SLAB 11



TYP. WALL REINFORCING 12

Call before you Dig
Avoid cutting underground utility lines! It's costly.
Call 811 or 1-800-422-4133

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California
Reviewed and Approved for BCVWD facilities only.
Approved By: _____ Date: 1/19/22
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER
REGISTERED PROFESSIONAL ENGINEER ARTHUR C. HOUD No. 71286 Exp.12/31/21 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
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Architectural Engineering
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DRAWN BY:	APH
DESIGNED BY:	APH
CHECKED BY:	APH

PREPARED FOR: City of BANNING

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21
SENIOR CIVIL ENGINEER
1/14/22 DATE
APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22
PUBLIC WORKS DIRECTOR/CITY ENGINEER
1/5/22 DATE

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

TYPICAL DETAILS (FOUNDATION + MASONRY)

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 15 OF 27
MAP FILE NO.

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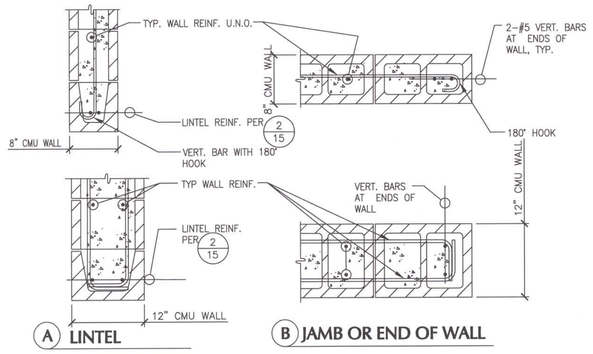
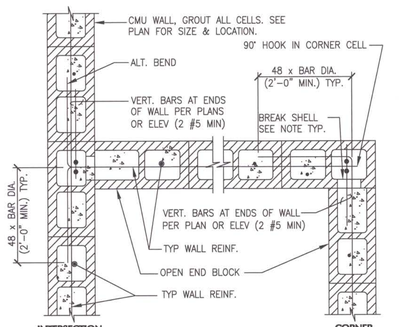
MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS



SECTIONS AT LINTEL, DOOR JAMB, AND END OF WALL

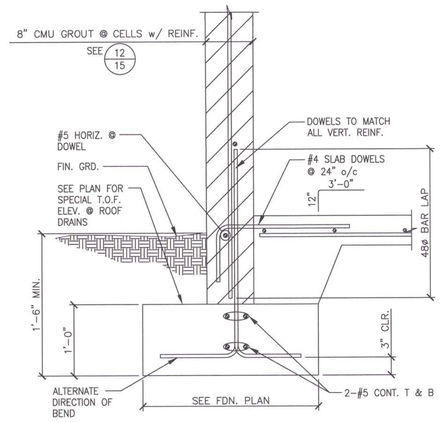
13



NOTES: BLOCK LAYOUT SHOWN IS DIAGRAMMATIC. ACTUAL CONDITION WILL VARY PER RUNNING BOND PATTERN, USE APPROPRIATE UNITS OR BREAK CMU SHELL AS REQUIRED FOR REINFORCING PLACEMENT AND FLOW OF GROUT.

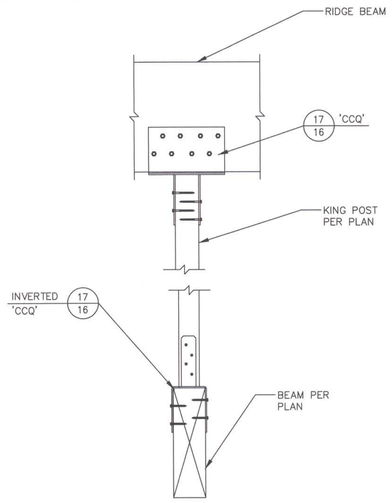
TYP. REINF. @ CORNERS - INTERSECTIONS

14



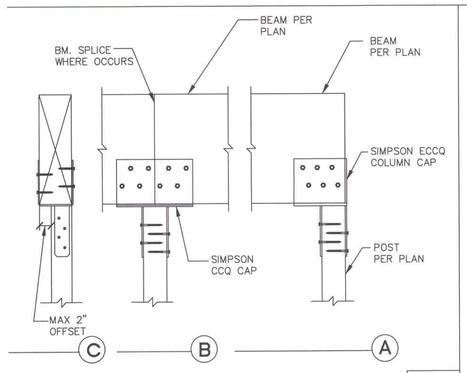
FOOTING DETAIL

15



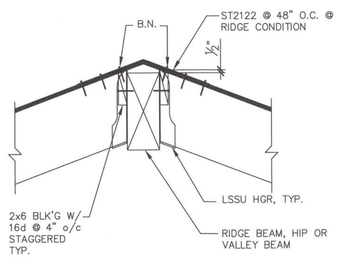
RIDGE BEAM SUPPORT

16



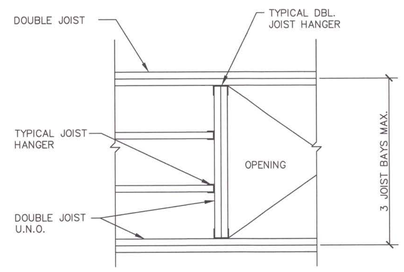
POST TO BEAM CONNECTION

17



ROOF RAFTER TO RIDGE BEAM

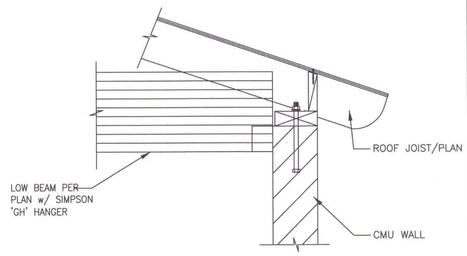
18



2–16d TOE NAILS EA. SIDE OR 4–16d END NAILS FOR TAIL JOISTS WITH A SPAN 6'–0" OR LESS. TYPICAL JOIST HANGER IF SPAN IS GREATER THAN 6'–0".

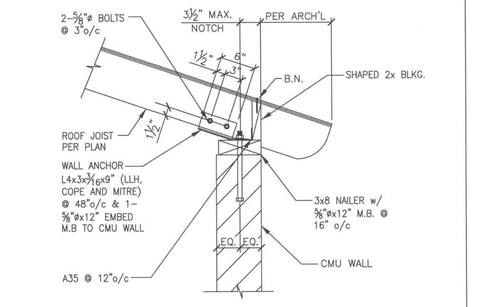
TYP. FRAMING AROUND OPENING

19



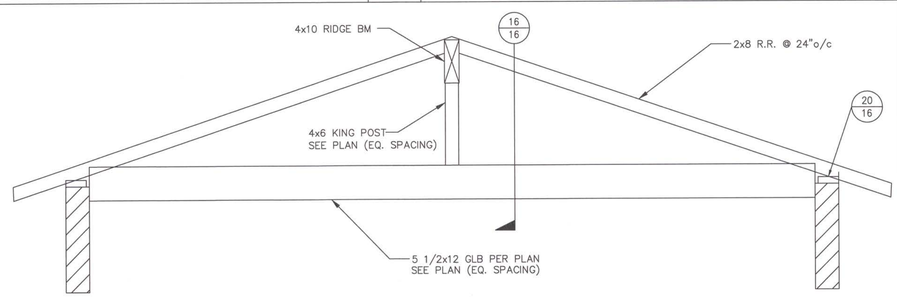
SUPPORT BEAM TO MASONRY

20



ROOF RAFTER TO MASONRY

21



SECTION AT RIDGE BEAM SUPPORTS

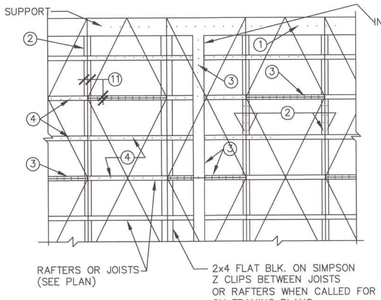
22

NOTES

1. BOUNDARY NAILING (B.N.) AT PERIMETER 2 ROWS @ INT. SHEAR WALLS & AT STRUTS.
2. NAILING AT CONTINUOUS PANEL EDGES (C.N.)= B.N.
3. EDGE NAILING (E.N.) @ ALL EDGES OF ALL SHEATHING SHEETS AND AT BEARING SUPPORTS.
4. INTERIOR NAILING (F.N.) 12" O/C TYPICAL @ ROOF. 10" O/C TYPICAL @ FLOOR.
5. SEE PLAN FOR SHEATHING THICKNESS AND NAILING SCHEDULE NAILS SHALL BE STAGGERED WHERE NAILS ARE SPACED 2 OR 2 1/2 INCHES ON CENTER.
6. LONG DIMENSION OF SHEATHING SHALL RUN ACROSS JOIST OR RAFTERS
7. MINIMUM EDGE DISTANCE FOR NAILS SHALL BE 3/8".
8. MINIMUM SIZE OF SHT'G SHEET SHALL BE: 2'–0"x4'–0"
9. MACHINE APPLIED NAILING: NAILS SHALL NOT BE OVERDRIVEN. IF NAIL HEADS PENETRATE THE OUTER PLY MORE THAN WOULD BE NORMAL FOR A HAND HAMMER OR IF MINIMUM EDGE DISTANCE IS NOT MAINTAINED, THE PERFORMANCE WILL BE DEEMED UNSATISFACTORY. ALL SHINERS (EXPOSED NAILING) SHALL BE REMOVED.
10. MINIMUM NAIL SIZES:

SHTG. THICKNESS	MIN. LENGTH	MIN. DIAMETER	WIRE GA.
½"	2⅛"	.148"	9
⅝"	2¼"	.148"	9
¾"	2⅜"	.148"	9

11. MINIMUM SIZE FRAMING MEMBER @ SHEATHING EDGE – SEE NAILING SCHEDULE.
12. 2" SOLID BLK'G MAY BE SUBSTITUTED AS CROSS BRIDGING.



TYP. ROOF SHEATHING LAYOUT

23

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REVISIONS

MARK		APPR	DATE

SEAL – ENGINEER: REGISTERED PROFESSIONAL ENGINEER, AUREA C. HOU, No. 71786, Exp. 12/31/21, CIVIL, STATE OF CALIFORNIA

PLANS PREPARED BY:
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16902 BOLSA CHICA RD., SUITE 104
HUNTINGTON BEACH, CA 92649
P: 714.369.8180
www.aureaeng.com

SCALE:
DATE: 11/30/2021
DRAWN BY: APH
DESIGNED BY: APH
CHECKED BY: APH

PREPARED FOR: City of BANNING, INCORPORATED 1913, ENDLESS OPPORTUNITY

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 — EXP. 9/30/21 — 1/4/22 DATE
SENIOR CIVIL ENGINEER
APPROVED BY:
ARTURO VELA, RCE #75696 — EXP. 6/30/22 — 1/5/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

TYPICAL FRAMING DETAILS

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING F/W PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 16 OF 27
MAP FILE NO.

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Last Edit: 11.09.2021 05:17:59 PM By: Aurea
File: SPlan.dwg
Plot Scale: 0.1435311 Dwg Scale: ----
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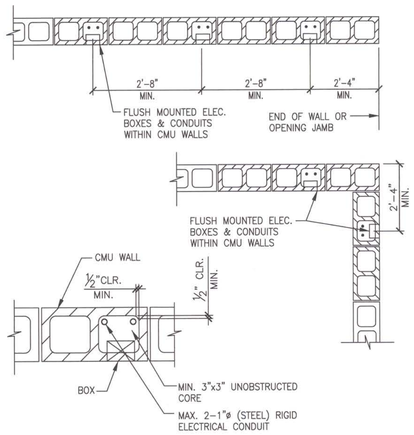
MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS



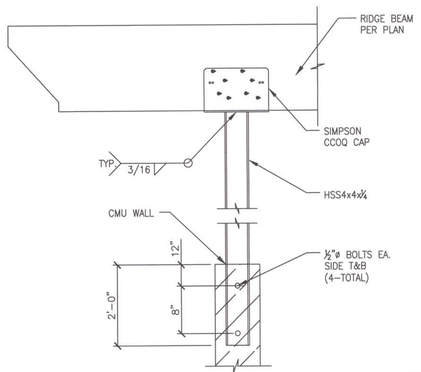
VERTICAL CONDUITS IN CMU WALLS:

1. VERTICAL CONDUITS SHALL NOT BE LOCATED IN ANY CELL WITH REINFORCEMENT
2. A MAXIMUM OF 2–1" DIAMETER, RIGID (STEEL) CONDUITS MAY BE LOCATED IN A CELL, PROVIDED THEY ARE LOCATED IN ACCORDANCE WITH DETAIL ABOVE
3. CONDUITS SHALL BE LOCATED NO CLOSER TOGETHER THAN INDICATED IN DETAIL ABOVE.
4. REFER TO DRAWINGS BY THE ELECTRICAL CONSULTANT FOR CONDUIT SIZES, QUANTITIES, AND LOCATIONS.
5. CONDUITS THAT DO NOT MEET THE ABOVE LOCATION CONDITIONS SHALL BE SURFACE MOUNTED OR LOCATED IN FURRING SPACES.

HORIZONTAL CONDUITS IN CMU WALLS:

1. A MAXIMUM OF 2–¾" DIAMETER RIGID STEEL CONDUIT MAY BE PLACED HORIZONTALLY PER WALL LINE
2. HORIZONTAL CONDUITS SHALL BE LOCATED AT CENTER LINE OF WALL
3. HORIZONTAL CONDUITS SHALL BE PLACED HALFWAY VERTICALLY BETWEEN ADJACENT HORIZONTAL REBAR.
4. CONDUITS THAT DO NOT MEET THE ABOVE LOCATION CONDITIONS SHALL BE SURFACE MOUNTED OR LOCATED IN FURRING SPACES.

TYP. CONDUITS IN CMU **25**



RIDGE BEAM CONNECTION AT CMU **31**

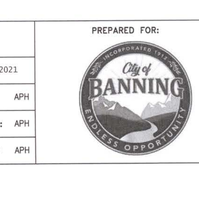
PROCEDURE

1. **EPOXY SHALL NOT BE USED UNLESS SPECIFICALLY DETAILED ON THE DRAWINGS OR WITH PRIOR APPROVAL OF THE STRUCTURAL ENGINEER.**
2. THREADED ROD OR DOWELS EMBEDDED IN EPOXY SHALL BE INSTALLED PER MANUFACTURER'S INSTRUCTIONS.
3. CORRECT IMPLEMENTATION OF THE MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION SHALL BE VERIFIED BY A SPECIAL INSPECTOR.
4. ONLY NON–REBAR–CUTTING DRILL BITS SHALL BE USED TO DRILL HOLES IN EXISTING CONCRETE AND/OR CMU.
5. THREADED ROD OR DOWEL EMBEDMENT SHALL BE VERIFIED AND DOCUMENTED BY A SPECIAL INSPECTOR
6. EPOXY SHALL BE:

EPOXY IN CONCRETE	
EPOXY	ICC#
HILTI HIT–HY 150 MAX–SD	ESR–3013
SIMPSON SET–XP	ESR–2508
HILTI HIT–RE 500–SD	ESR–2322
POWERS PE1000+	ESR–2583

EPOXY IN MASONRY	
EPOXY	ICC#
SIMPSON SET	ESR–1772
HILTI HIT HY 150 MAX	ESR–1967

7. DRILL HOLES SHALL BE CLEAN OF CONCRETE DUST AND DEBRIS USING EITHER A NYLON BRUSH AND A VACUUM OR A NYLON BRUSH AND OIL–FREE COMPRESSED AIR. A BLOW–OUT BULB MAY BE USED IF A VACUUM OR COMPRESSED AIR IS NOT AVAILABLE. CLEANLINESS OF DRILL HOLES SHALL BE VERIFIED AND DOCUMENTED BY SPECIAL INSPECTOR.
8. PLACE EPOXY IN HOLE WITH CAULKING GUN OR SIMILAR EQUIPMENT, STARTING AT BOTTOM, FILL HOLE APPROXIMATELY 2/3 FULL
9. COAT ROD OR REBAR WITH THE SAME EPOXY AND INSERT INTO HOLE.
10. EPOXY FOR CMU SHALL ONLY BE USED IN SOLID GROUTED CMU WALLS.



ROD HOLE SIZE		
ROD SIZE	BIT DIAM.	MIN. DEPTH
⅜"	7/16"	3½"
½"	9/16"	4¼"
⅝"	11/16"	5"
¾"	13/16"	6¾"
⅞"	15/16"	7¾"
1"	1 1/16"	9"

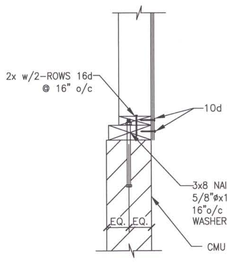
REBAR HOLE SIZE		
REBAR SIZE	BIT DIAM.	MIN. DEPTH
#3	½"	3½"
#4	⅝"	4¼"
#5	¾"	5"
#6	⅞"	6¾"
#7	1"	7¾"
#8	1⅛"	9"

TYPICAL EPOXY ANCHOR DETAIL **27**

C8–007

NOTES:

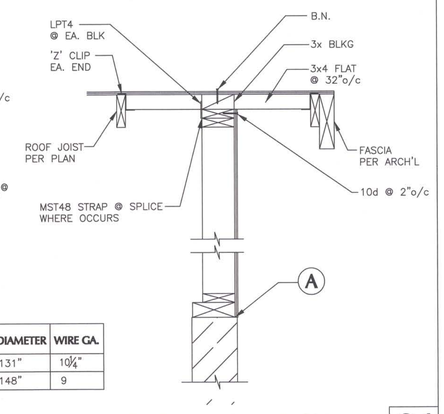
1. EDGE NAILING ALL EDGES, ALL SHEETS w/ 10d @ 6" o/c
2. 3x SOLID BLOCKING @ PANEL EDGES (TYP.) w/ EDGE NAIL SPACINGS.
3. FIELD NAILING TYP. (F.N.) 12" o/c
4. PLYWOOD OR APA SHEATHING(OSB). SEE SCHEDULE.
5. NAILS SHALL BE STAGGERED WHERE NAILS ARE SPACED AT 2" o/c
6. SHEATHING PANELS MAY BE LAYED VERTICALLY OR HORIZONTALLY. PANEL JOINTS SHALL BE EITHER STAGGERED VERTICALLY OR HORIZONTALLY WHEN MORE THAN ONE PANEL HIGH OR WIDE.
7. PROVIDE 3x STUD @ PANEL SPLICES. WITH EDGE NAIL SPACINGS.
8. PROVIDE ⅛" GAP BETWEEN ENDS/ SIDES OF SHEATHING PANELS.
9. HOLES IN 3x NAILER SHALL BE 1/16" MAX. OVERSIZE OF MACHINE BOLT SIZE. PROVIDE HEAVY PLATE WASHERS AT M.B.'S (SIMPSON BPS). RE–TIGHTEN NUTS IMMEDIATELY PRIOR TO COVERING. REFER TO LUMBER NOTES FOR CORROSION RESISTANT FASTENERS.
10. ALL SHINERS (EXPOSED NAILS) SHALL BE REMOVED.



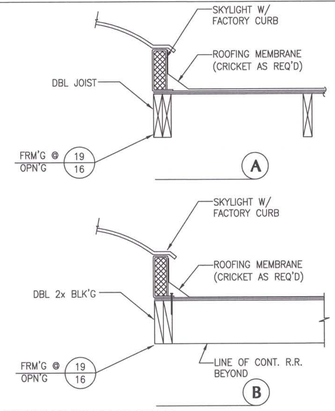
A WOODWALL TO CMU

MINIMUM NAIL SIZES:

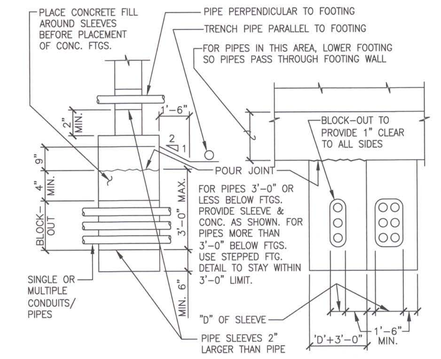
SHEATHING THICKNESS	MIN. LENGTH	MIN. DIAMETER	WIRE GA.
15/32" w/ 8d	2"	.131"	10¼"
15/32" w/ 10d	2¼"	.148"	9



TRANSVERSE ROOF CONNECTION **24**



SKYLIGHT FRAMING **29**



TYP. PIPES THRU/BELOW FOOTING **30**

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811
or
1–800–422–4133

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California
Reviewed and Approved for BCVWD facilities only.
Approved By: _____ Date: 1/19/22
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

REVISIONS

MARK		APPR	DATE

SEAL – ENGINEER
REGISTERED PROFESSIONAL ENGINEER AUREA C. HOANG No. 71266 Exp. 12/31/21 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:
Au Design & Engineering
Architectural Engineering
Au DESIGN & ENGINEERING
16902 BOLSA CHICA RD., SUITE 104
HUNTINGTON BEACH, CA 92649
P: 714.369.8180
www.aureaeng.com

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CITY OF BANNING
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BCVWD PZ 2800 (NP)
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BANNING FW. PZ 2822 (NP and P)
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SHEET 17 OF 27
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Proj. Data: D:\Au Design & Engineering\PROJECTS\2020\20-013 (ATWELL)\STRUCTURAL
Created: 11.09.2021 05:17:59 PM Author: ---
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File: SPlan.dwg
Plot Scale: 0.1435311 Dwg Scale: ---
Plot Date: 11/12/2021 3:35 PM By: ${GETVAR,??}

SYMBOL LIST

SYMBOL	DESCRIPTION
7	POLE MTD LIGHTING FIXTURE, "7" DENOTES CIRCUIT NUMBER.
S 3aKT	SINGLE POLE TOGGLE SWITCH, +48" AFF, UON SUBSCRIPTS INDICATE THE FOLLOWING: a – OUTLETS CONTROLLED; K – KEYED; M – MOTOR RATED 3 – THREE WAY; P – PILOT LIGHT; TOGGLE SWITCH 4 – FOUR WAY; PH – PHOTO CELL; T – TIME SWITCH
	DUPLEX CONVENIENCE OUTLET 20A, 120VOLT, +18" AFF UON
	SINGLE OUTLET TWIST–LOC, 20A, 120V
J	JUNCTION BOX
T	LINE VOLTAGE THERMOSTAT
T	TRANSFORMER (SYMBOL FOR PLAN DWG)
	CONDUIT SEAL
"0"	MAGNETIC MOTOR STARTER, NEMA SIZE "0", UON
"1" REV	MAGNETIC MOTOR STARTER, REVERSING TYPE, NEMA SIZE "1", UON
"1" 15A	COMBINATION MAGNETIC MOTOR STARTER, NEMA SIZE "1" UON AND 15A DISCONNECT SWITCH 3P, UON
30A	DISCONNECT SWITCH, 30A NON–FUSED, 3P, UON
50AF 60A	DISCONNECT SWITCH, 60A WITH 50A FUSE, 3P, UON
a	'a' INDICATES AN AUXILIARY CONTACT OF A BREAKER OR STARTER COIL. CONTACT ALWAYS OPEN WHEN MAIN CONTACTS ARE OPEN.
M	MOTOR STARTER COIL, OR CONTROL COIL AS NOTED
AS	AMMETER SWITCH, VS=VOLTMETER SWITCH
2	POTENTIAL TRANSFORMER, 2 REQD OR AS NOTED
100/5 2	CURRENT TRANSFORMER, 2 REQD OR AS NOTED WITH 100/5 RATIO
20	MOTOR, NUMBER IS HP RATING, UON
M	MOTOR (SYMBOL FOR PLAN DWG)
	GROUND ROD IN GROUND WELL, (REFER TO SPECIFICATION FOR SIZE).
A 100	FIXTURE TYPE "A", 100 WATTS EACH, TYPICAL IN ROOM OR AREA, UON
G	GROUNDING CONDUIT, CONDUCTOR AND GROUND ROD (COPPER–CLAD STAINLESS STEEL 5/8" DIAMETER X 10' LONG), UON
E	CONDUIT STUB WITH CAP AND A SUITABLE PULL WIRE FOR FUTURE USE
T	TELEPHONE CONDUIT, 3/4" CONDUIT ONLY OR AS NOTED
1	CONDUIT AND CONDUCTOR CALLOUT. REFER TO CONDUIT SCHEDULE ON PLANS
(2) 2 1/2" 3#4/0 1#3G	CONDUIT AND CONDUCTOR AS INDICATED, TWO CONDUITS OF SIZE TWO AND ONE HALF INCHES DIAMETER, EACH WITH THREE #4/0 AWG AND ONE #3 AWG GROUNDING CONDUCTORS. CONDUCTORS SHALL BE THHN/THWN COPPER.
A	METER, A=AMMETER, HZ=HERTZ, V=VOLTMETER, W=WATT, WH=WATTHOUR
	PLAN DIAGRAM FOR CONDUIT ENTRANCE TO CABINET OR DEVICE, ROUTE AND INSTALL TO SUIT FIELD CONDITIONS
	THERMAL ELEMENT
200AF 150AT	CIRCUIT BREAKER, MOLDED CASE, 150 AMP TRIP, 200 AMP FRAME, OR AS NOTED. 3 POLE, UON. (120V CB'S ARE 1 POLE, UON)
70AF 100A	FUSED DISCONNECT SWITCH, 100 AMP WITH 3–70 AMP FUSES OR AS NOTED. 3 POLE, UON. (120V SW'S ARE 1 POLE, UON)
	CONDUIT TURNING UP OR TOWARDS VIEWER
	CONDUIT TURNING DOWN OR AWAY FROM VIEWER
	3/4"C, 2#12, 1#12 GND UON, EXPOSED
	CONDUIT RUN CONCEALED IN CEILING, WALL OR UNDERGROUND

CONDUIT TYPES TO BE AS FOLLOWS:

A. CONCEALED IN WALLS OF CEILING: FLEXIBLE METAL CONDUIT (FMC), ELECTRICAL METALLIC CONDUIT (EMT)
B. EXPOSED AND SUBJECT TO PHYSICAL DAMAGE: GALVANIZED RIDGID CONDUIT (GRC).
C. EXPOSED AND NOT SUBJECT TO PHYSICAL DAMAGE: EMT
D. EXTERIOR AND NOT SUBJECT TO PHYSICAL DAMAGE: EMT WITH COMPRESSION FITTINGS.
E. EXTERIOR AND SUBJECT TO PHYSICAL DAMAGE: GRC
F. BELOW GRADE: PVC SCH 40 OR PVC COATED GRC.
G. THROUGH SLAB PENETRATIONS: PVC COATED GRC.

Call before you Dig
Avoid cutting underground utility lines. It's easy.
Call 811
OR
1–800–422–4133

SYMBOL	DESCRIPTION
M	UTILITY METERING WITH CURRENT AND POTENTIAL TRANSFORMERS AS REQUIRED
	OPEN SWITCH WITH TIME DELAY CLOSING (TDOE=TIME DELAY ON ENERGIZATION)
	CLOSED SWITCH WITH TIME DELAY OPENING (TDOD=TIME DELAY ON DE–ENERGIZATION)
30A	COMBINATION STARTER WITH MOTOR CIRCUIT PROTECTOR. 30AMP MCP, NEMA SIZE 1 MOTOR STARTER & OVERLOAD HEATERS.
30 KVA 480–120/208	TRANSFORMER WITH SECONDARY GROUND, 30KVA, OPERATING VOLTAGE (PRIMARY–SECONDARY)
	FLEXIBLE CONDUIT CONNECTION TO EQUIPMENT, UON
1	REFERENCE NOTE
A 18	REFERS TO SECTION "A" ON SHEET "18", UON
2 18	REFERS TO DETAIL "2" ON SHEET "18", UON
R	LIGHTING CONTROL RELAY
MS	MOTION SENSOR
	TERMINAL & CONNECTION TO PLC
	SECURITY CAMERA

GENERAL INSTRUMENTATION AND CONTROL FUNCTION SYMBOLS

XXX OR XXXXX	EQUIPMENT/FIELD MOUNTED. SHOWN FOR DEVICE XXX OR XXXXX, TYPICAL.
	INSTRUMENTS SHARING A COMMON HOUSING, EQUIPMENT/FIELD MOUNTED.
XXX	PANEL MOUNTED, OPERATOR ACCESSIBLE. MOUNTED IN CP–1, UON. PANEL XXX SHOWN.
	PANEL MOUNTED, OPERATOR INACCESSIBLE.
XXX / XXX	INSTRUMENTS SHARING COMMON HOUSING, PANEL MOUNTED IN LCP, UON, PANEL XXX SHOWN
	PLC SHARED DISPLAY/CONTROL FUNCTIONS
DI	PLC INPUT/OUTPUT POINT, DISCRETE INPUT SHOWN
	PNEUMATIC SIGNAL
	ELECTRICAL SIGNAL
	COMMUNICATION OR LOGIC SIGNAL
	MICROPROCESSOR BASED LOCAL OPERATOR INTERFACE (HMI)
	MICROPROCESSOR BASED REMOTE (SCADA) OPERATOR INTERFACE (HMI)

ISA – S5.1 TABLE 1
IDENTIFICATION LETTERS

FIRST LETTER(S)			SUCCEEDING LETTERS		
	MEASURED OR INITIATING VARIABLE	MODIFIER	READOUT OR PASSIVE FUNCTION	OUTPUT FUNCTION	MODIFIER
A	ANALYSIS		ALARM		
B	BURNER, COMBUSTION				
C	CONDUCTIVITY		CLOSE	CONTROL	CLOSED
D	DENSITY	DIFFERENTIAL			
E	VOLTAGE		PRIMARY ELEMENT		
F	FLOW RATE	RATIO (FRACTION)			
G	GAUGE		GLASS, VIEWING DEVICE		
H	HAND (MANUAL)				HIGH
I	CURRENT (ELECTRICAL)		INDICATE		
J	POWER	SCAN			
K	TIME, TIME SCHED.	TIME RATE OF CHANGE		CONTROL STATION	
L	LEVEL		LIGHT		LOW
M	MOISTURE	MOMENTARY			MIDDLE
N	INTRUSION				NORMAL
O	TORQUE		OPEN		OPENED
P	PRESSURE, VACUUM		POINT CONNECTION		
Q	QUANTITY	INTEGRATE, TOTALIZE			
R	RADIATION		RECORD OR PRINT		
S	SPEED, FREQUENCY	SAFETY		SWITCH	
T	TEMPERATURE			TRANSMIT	
U	MULTIVARIABLE		MULTIFUNCTION	MULTIFUNCTION	MULTIFUNCTION
V	VIBRATION			VALVE, LOUVER	
W	WEIGHT, FORCE		WELL		
X	UNCLASSIFIED	X AXIS	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED
Y	EVENT, STATE OR PRESENCE	Y AXIS		RELAY, COMPUTE, CONVERT	
Z	POSITION	Z AXIS		DRIVER, ACTUATOR, FINAL CONTROL ELEMENT	

REFERENCE ISA–S5.1 SECTION 5.1 AND TABLE 2 FOR EXPLANATION AND TYPICAL LETTER COMBINATIONS

ABBREVIATIONS

A	AMPERE, AUTO, AUTOMATIC
AFF	ABOVE FINISHED FLOOR
AFS	ABOVE FINISHED SURFACE
AI	ANALOG INPUT TO PLC
AIC	AMPERE INTERRUPTING CAPACITY
ANN	ANNUNCIATOR
AO	ANALOG OUTPUT FROM PLC
ATS	AUTOMATIC TRANSFER SWITCH
AWG	AMERICAN WIRE GUAGE
BLDG	BUILDING
BRKR	BREAKER
C	CONDUIT
CAB	CABINET
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CLG	CEILING
CNTRL	CONTROL
CO	CONDUIT ONLY
CPT	CONTROL POWER TRANSFORMER, 120 V SECONDARY, UON
CPU	CENTRAL PROCESSING UNIT
CM	COMMUNICATION MODULE
DC	DIRECT CURRENT
DI	DISCRETE INPUT TO PLC
DISC	DISCONNECT
DO	DISCRETE OUTPUT FROM PLC
D/P	DIFFERENTIAL PRESSURE
DPDT	DOUBLE–POLE, DOUBLE–THROW
DPM	DIGITAL PANEL METER
DWG	DRAWING
EA	EACH
EC	ELECTRICAL CONTRACTOR
EF–X	EXHAUST FAN NO.X
ELECT.	ELECTRICAL
EMI	ELECTROMAGNETIC INTERFERENCE
EQUIP	EQUIPMENT
EX	EXISTING
F	FUSE
FA	FLOW ALARM
FIT	FLOW INDICATOR/TRANSMITTER
FM	FACTORY MUTUAL
FS	FLOW SWITCH OR FLOAT SWITCH
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GND OR G	GROUND
HOA	HAND–OFF–AUTOMATIC
HP	HORSEPOWER
HT	HEIGHT
HS	HAND SWITCH
I/O	INPUT/OUTPUT
IC	INSTRUMENTATION CONTRACTOR
J,JB	JUNCTION BOX
JS	POWER SWITCH
KCMIL	THOUSAND CIRCULAR MILS
KVA	KILOVOLT–AMPERE
KW	KILOWATT
K	THOUSAND
LAH	LEVEL ALARM, HIGH
LAL	LEVEL ALARM, LOW
LCL	LONG CONTINUOUS LOAD
LCP	LOCAL CONTROL PANEL
LM	LARGEST MOTOR
LOS	LOCKOUT STOP
LSH	LEVEL SWITCH, HIGH
LSL	LEVEL SWITCH, LOW
LT	LEVEL TRANSMITTER
LTG	LIGHTING
LV	LOW VOLTAGE
LVL	LEVEL
MA	MANUAL OR MILLIAMPERE
MAX	MAXIMUM
MFR	MANUFACTURER
MH	MANHOLE, MOUNTING HEIGHT
MIN	MINIMUM
MOV	MOTOR OPERATED VALVE
MTD	MOUNTED
MTG	MOUNTING
NA	INTRUSION ALARM
N/C OR NC	NORMALLY CLOSED
NEC	NATIONAL ELECTRICAL CODE
NEMA	NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION
N/O OR NO	NORMALLY OPEN
NO. OR #	NUMBER
NS	INTRUSION SWITCH
NTS	NOT TO SCALE
OC	ON CENTER
P	POLE
PAH	PRESSURE ALARM, HIGH
PAL	PRESSURE ALARM, LOW
P&ID	PROCESS AND INSTRUMENTATION DIAGRAM
PB	PULL BOX
PC	PHOTO CELL
PFA	POWER FAILURE ALARM
PH	PHASE
PID	PROPORTIONAL, INTEGRAL, AND DERIVATIVE (TUNING)
PLC	PROGRAMMABLE LOGIC CONTROLLER
P/L	PROPERTY LINE
PNL	PANEL
PSH	PRESSURE SWITCH, HIGH
PSL	PRESSURE SWITCH, LOW
PT	PRESSURE TRANSMITTER
PTT	PUSH–TO–TEST
PVC	POLYVINYL CHLORIDE
ø	PHASE
REQD	REQUIRED
REQMT	REQUIREMENT
RTU	REMOTE TERMINAL UNIT
SCCR	SHORT–CIRCUIT CURRENT RATING
SHT	SHEET
SPDT	SINGLE–POLE, DOUBLE–THROW
SPEC	SPECIFICATION
SPST	SINGLE–POLE, SINGLE–THROW
S/N	SOLID NEUTRAL
S/S	START–STOP
SW	SWITCH
TB	TERMINAL BLOCK, OR TERMINAL BOX
TC, T/C	TIME CLOCK
TD	TIME DELAY
TERM	TERMINAL
TYP	TYPICAL
TSP	TWISTED SHIELDED PAIR, #16 AWG
TST	TWISTED SHIELDED TRIAD, #16 AWG
UL	UNDERWRITER'S LABORATORY
UON	UNLESS OTHERWISE NOTED
UPS	UNINTERRUPTABLE POWER SUPPLY
UG	UNDERGROUND
V	VOLTAGE
VA	VOLT–AMPERES
VFD	VARIABLE FREQUENCY DRIVE
XFMR	TRANSFORMER
XTMR	TRANSMITTER
W	WATT
WH	WATTHOUR
WP	WEATHERPROOF
WR	WEATHER–RESISTANT
WT	WATER TIGHT
Z	IMPEDANCE
ZS	LIMIT SWITCH
3W	THREE–WIRE
4W	FOUR–WIRE

NOTES

NOT ALL SYMBOLS AND ABBREVIATIONS MAY APPEAR ON THE ACCOMPANYING CONTRACT PLANS OR ELSEWHERE IN THE CONTRACT DOCUMENT FOR THIS PROJECT.

REVISIONS

MARK		APPR	DATE

SEAL – ENGINEER

REGISTERED PROFESSIONAL ENGINEER · STEVEN R. ANDREWS · RCE 31259 · CIVIL · STATE OF CALIFORNIA

PLANS PREPARED BY:

STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215–5050

SA ENGINEERING

SCALE:	
DATE:	11/30/2021
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR:

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:

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SENIOR CIVIL ENGINEER — 1/4/22 DATE

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BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 18 OF 27

MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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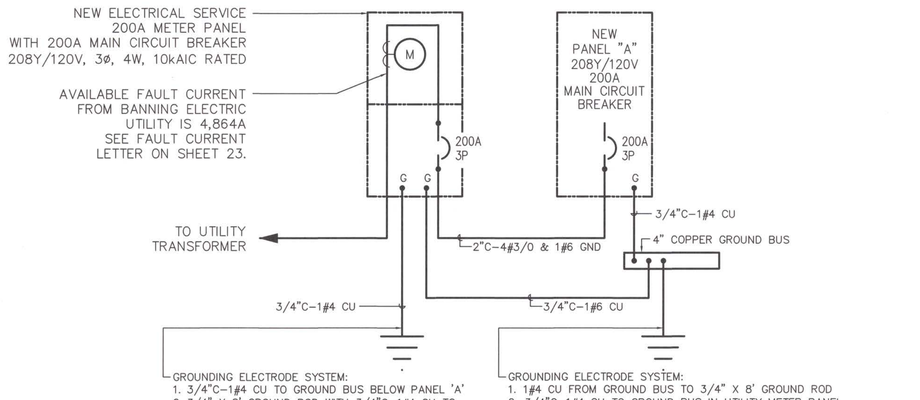
Created: 01.23.2021 03:39:09 PM Author:----
Last Edit: 11.12.2021 01:21:05 PM By: Test

File: Meadowline E_Sheets.dwg
Plot Scale: 0.1435:1 Dwg Scale: -----
Plot Date: 11/12/2021 1:22 PM By: Test

PANEL NAME:	"A"			VOLTAGE:					208Y/120V 3PH 4W						FED FROM:	UTILITY SERVICE		
LOCATION:	INTERCONNECT BLDG			MAIN BUS/BKR:					200A MCB						MOUNTING:	SURFACE		
AREA SERVED:	INTERCONNECT BLDG			BRACING:					10KAIC									
	WATTAGE										WATTAGE							
ITEM	A	B	C	DF	L	R	M	C	BRKR	BRKR	C	M	R	L	DF	A	B	C	ITEM
EXTERIOR LTG	156			1.25	4			1	20/1	20/1	2		4		1.00	720			REC, SOUTH&EAST WALLS
INTERIOR LTG		261		1.25	14			3	20/1	20/1	4		4		1.00		720		REC, NORTH &WEST WALLS
SPARE			0	1.00				5	20/1	20/1	6	1			1.00			828	EXHAUST FAN EF-1
SECURITY CAMERA DVR	250			1.00			1	7	20/1	20/1	8	1			1.00	250			LOW VOLTAGE XFMR
SPARE		0		1.00				9	20/1	20/1	10	1			1.00		1920		SCADA CABINET
SPARE			0	1.00				11	20/1	20/1	12				1.00			0	SPARE
CL2 RES ANALYZER	73			1.00			1	13	20/1	20/1	14		3		1.00	540			REC, CAMERA POLES
FLOW METER, FM1		20		1.00			1	15	20/1	20/1	16	1			1.00		1920		BCVWD SCADA CABINET
FLOW METER, FM2			20	1.00			1	17	20/1	20/1	18	1			1.00			1920	BCVWD SCADA CABINET
FLOW METER, FM3	20			1.00			1	19	20/1	20/1	20				1.00	0			SPARE
FLOW METER, FM4		20		1.00			1	21	20/1	20/1	22				1.00		0		SPARE
FLOW METER, FM5 (FUTURE)			0	1.00				23	20/1	20/1	24				1.00			0	SPARE
FLOW METER, FM6 (FUTURE)	0			1.00				25	20/1	20/1	26				1.00	0			SPARE
SPARE		0		1.00				27	20/1	20/1	28				1.00		0		SPARE
SPARE			0	1.00				29	20/1	20/1	30				1.00			0	SPARE
PHASE A:	2048 WATTS															TOTAL LOAD =			9742 WATTS
PHASE B:	4926 WATTS																		
PHASE C:	2768 WATTS															OR			27.1 AMPS

PANEL SCHEDULE

NO SCALE



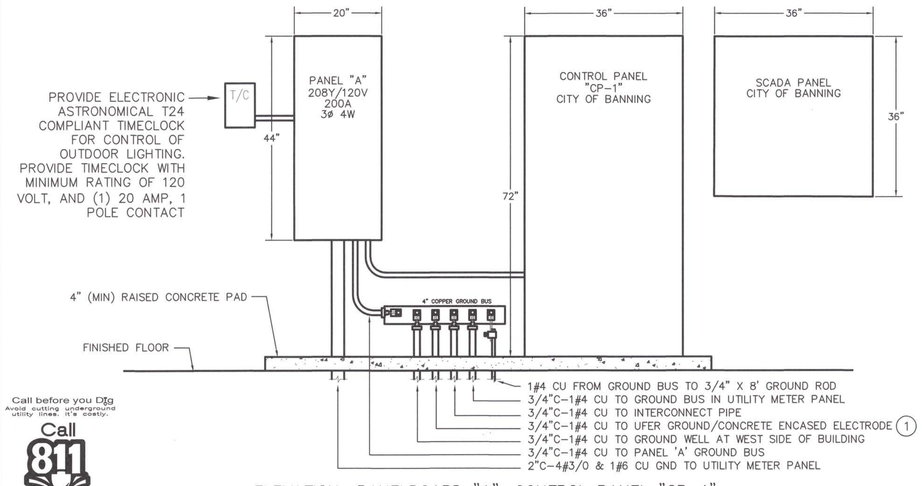
SINGLE LINE DIAGRAM

NO SCALE

CONDUIT AND CONDUCTOR SCHEDULE									
CONDUIT			CONDUIT FILL				FROM	TO	REMARKS
NO.	QTY.	SIZE (IN)	POWER	CONTROL	SIGNAL	SPARE			
P1	1	4	BY OTHERS				UTILITY P.O.C.	UTILITY TRANSFORMER	FURNISHED AND INSTALLED BY OTHERS PER SEPARATE DRY UTILITY CONSULTANT PLANS UNDER SEPARATE PERMIT
P2	1	4	BY OTHERS				UTILITY TRANSFORMER	200A METER/MAIN	FURNISHED AND INSTALLED BY OTHERS PER SEPARATE DRY UTILITY CONSULTANT PLANS UNDER SEPARATE PERMIT
P3	1	2	4#3/0 & 1#6 GND				200A METER/MAIN	PANEL 'A'	
P4	1	3/4	2#12 & 1#12G				PANEL 'A'	RECEPTACLES	CIRCUIT 4
P5	1	3/4	2#12 & 1#12G				PANEL 'A'	CHLORINE ANALYZER	CIRCUIT 13
P6	1	3/4	2#12 & 1#12G				PANEL 'A'	EXHAUST FAN VIA T-STAT AND MANUAL SWITCH	CIRCUIT 6
P7	1	3/4	4#12 & 1#12G				PANEL 'A'	BCVWD SCADA CABINET	CIRCUITS 16 AND 18, POWER FOR SCADA EQUIPMENT
P8	1	1	4#12 & 1#12G				PANEL 'A'	CONTROL PANEL 'CP-1'	CIRCUIT 7, POWER FOR DVR
P9	1	3/4	2#12 & 1#12G				RECEPTACLE	RECEPTACLE	
P10	1	3/4	2#12 & 1#12G				PANEL 'A'	INTERIOR LTG VIA WALL SWITCHES	CIRCUIT 3
P11	1	3/4	2#12 & 1#12G				PANEL 'A'	EXTERIOR LTG	CIRCUIT 1
P12	1	3/4	3#12 & 1#12G				3 WAY SWITCH	3 WAY SWITCH	
P13	1	3/4	2#12 & 1#12G				PANEL 'A'	WP RECEPTACLE AT POLE 'P2'	CIRCUIT 14
P14	1	3/4	2#12 & 1#12G				PANEL 'A'	WP RECEPTACLE AT POLE 'P1'	CIRCUIT 14
P15	1	3/4	2#12 & 1#12G				WP RECEPTACLE AT POLE 'P1'	WP RECEPTACLE AT POLE 'P3'	CIRCUIT 14
P16A	1	1	8#10 & 1#10G				PANEL 'A'	JB AT FLOW METER FM3	CIRCUITS 15,17,19,21; FM3-CIRCUIT 19
P16B	1	1	8#10 & 1#10G				JB AT FLOW METER FM3	JB AT FLOW METER FM4	CIRCUITS 15,17,21; FM4 -CIRCUIT 21
P16C	1	1	8#10 & 1#10G				JB AT FLOW METER FM4	JB AT FLOW METER FM2	CIRCUITS 15,17; FM2-CIRCUIT 17
P16D	1	1	8#10 & 1#10G				JB AT FLOW METER FM2	JB AT FLOW METER FM1	FM1-CIRCUIT 15
P16E	1	3/4	PULL STRING				JB AT FLOW METER FM1	JB AT FUTURE FLOW METER (FM6)	
P16F	1	3/4	PULL STRING				JB AT FUTURE FLOW METER (FM6)	JB AT FUTURE FLOW METER (FM5)	
P17	1	3/4	2#12 & 1#12G				PANEL 'A'	CITY OF BANNING SCADA PANEL	CIRCUIT 10
P18	1	3/4	2#12 & 1#12G				PANEL 'A'	120-24V 250VA TRANSFORMER	CIRCUIT 8
C1	1	3/4		4#14 & 1#14G			BANNING CLA-VAL CONTROLLER	'CV-2' - PRES. REDUCING/SUSTAINING CLA-VALVE	
C2	1	3/4		4#14 & 1#14G			BANNING CLA-VAL CONTROLLER	'CV-3' - PRES. REDUCING/SUSTAINING CLA-VALVE	
C3	1	3/4		6#14 & 1#14G			CONTROL PANEL 'CP-1'	LOUVER ACTUATOR, NORTH SIDE	24V POWER TO OPEN/CLOSE; STATUS: OPEN/CLOSE
C4	1	3/4		6#14 & 1#14G			CONTROL PANEL 'CP-1'	LOUVER ACTUATOR, SOUTH SIDE	24V POWER TO OPEN/CLOSE; STATUS: OPEN/CLOSE
C5	1	3/4		4#14 & 1#14G			BCVWD CLA-VAL CONTROLLER	'CV-1' - RATE OF FLOW, PRES. REDUCING/SUSTAINING CLA-VALVE	
C6	1	3/4		PULL CORD			BCVWD CLA-VAL CONTROLLER	'CV-4' - (FUTURE)	
C7	1	3/4		2#18STP			CITY OF BANNING SCADA PANEL	CLA-VAL CONTROLLER FOR CV-2 AND CV-3	4-20mA CLA-VALVE CONTROL SIGNAL
C8	1	3/4		2#18STP			BCVWD SCADA PANEL	CLA-VAL CONTROLLER FOR CV-1 AND CV-4	4-20mA CLA-VALVE CONTROL SIGNAL
C9	1	3/4		2#12 & 1#12G			CONTROL PANEL 'CP-1'	JB AT THERMOSTAT	CONTROL WIRING FOR LOUVER ACTUATOR-EXHAUST FAN OPERATION
S1	1	3/4			2-CAT 6 CABLE		DVR IN CONTROL PANEL 'CP-1'	POLE #1 (P1) AND POLE #3 (P3)	SECURITY CAMERA ON P1 AND P3
S2	1	3/4			1-CAT 6 CABLE		DVR IN CONTROL PANEL 'CP-1'	POLE #2 (P2)	SECURITY CAMERA ON P2
S3	1	3/4			1-CAT 6 CABLE		POLE #1 (P1)	POLE #3 (P3)	SECURITY CAMERA ON P3
S4	1	3/4			1-CAT 6 CABLE		DVR IN CONTROL PANEL 'CP-1'	INTERIOR SECURITY CAMERA	
S5	1	3/4			5#18STP		CONTROL PANEL 'CP-1'	JB AT INTRUSION SWITCH NS-1	INTRUSION SWITCHES NS-1 THRU NS-6
S6	1	3/4			2#18STP		JB AT INTRUSION SWITCH NS-1	JB AT INTRUSION SWITCH NS-6	INTRUSION SWITCH AT ROLLING GATE
S7	1	3/4			4#18STP		JB AT INTRUSION SWITCH NS-1	JB AT INTRUSION SWITCHES NS-2,3	
S8	1	3/4			2#18STP		JB AT INTRUSION SWITCHES NS-2,3	JB AT INTRUSION SWITCHES NS-4,5	
S9	1	3/4			4#14 & 1#14G		BCVWD SCADA CABINET	JB AT CLA-VALVE 'CV-1'	CLA-VALVE 'CV-1' OPEN/CLOSE POSITION INDICATION
S10	1	3/4			PULL CORD		JB AT CLA-VALVE 'CV-1'	CLA-VALVE 'CV-4' (FUTURE)	CLA-VALVE 'CV-4' (FUTURE) OPEN/CLOSE POSITION INDICATION
S11	1	3/4			8#14 & 1#14G		CITY OF BANNING SCADA PANEL	JB AT CLA-VALVE 'CV-3'	CLA-VALVE 'CV-2' AND 'CV-3' OPEN/CLOSE POSITION INDICATION
S12	1	3/4			4#14 & 1#14G		JB AT CLA-VALVE 'CV-3'	CLA-VALVE 'CV-2' OPEN/CLOSE POSITION SWITCHES	CLA-VALVE 'CV-2' OPEN/CLOSE POSITION INDICATION
S13	1	3/4			1#18STP		CITY OF BANNING SCADA PANEL	FLOW METER 'FM1'	4-20mA FLOW SIGNAL TO SCADA
S14	1	3/4			1#18STP		BCVWD SCADA CABINET	FLOW METER 'FM1'	4-20mA FLOW SIGNAL TO SCADA
S15	1	3/4			1#18STP		CITY OF BANNING SCADA PANEL	FLOW METER 'FM2'	4-20mA FLOW SIGNAL TO SCADA
S16	1	3/4			1#18STP		BCVWD SCADA CABINET	FLOW METER 'FM2'	4-20mA FLOW SIGNAL TO SCADA
S17	1	3/4			1#18STP		CITY OF BANNING SCADA PANEL	FLOW METER 'FM3'	4-20mA FLOW SIGNAL TO SCADA
S18	1	3/4			1#18STP		CITY OF BANNING SCADA PANEL	FLOW METER 'FM4'	4-20mA FLOW SIGNAL TO SCADA
S19	1	3/4				PULL CORD	BCVWD SCADA CABINET	FUTURE FLOW METER (BCVWD)	
S20	1	3/4				PULL CORD	CITY OF BANNING SCADA PANEL	FUTURE FLOW METER (CITY OF BANNING)	
S21	1	3/4			1#18STP		CITY OF BANNING SCADA PANEL	PRESSURE TRANSMITTER 'PIT-1'	4-20mA PRESSURE SIGNAL TO SCADA
S22	1	3/4			1#18STP		CITY OF BANNING SCADA PANEL	PRESSURE TRANSMITTER 'PIT-2'	4-20mA PRESSURE SIGNAL TO SCADA
S23	1	3/4			1#18STP		BCVWD SCADA CABINET	PRESSURE TRANSMITTER 'PIT-2'	4-20mA PRESSURE SIGNAL TO SCADA
S24	1	3/4			1#18STP		CITY OF BANNING SCADA PANEL	PRESSURE TRANSMITTER 'PIT-3'	4-20mA PRESSURE SIGNAL TO SCADA
S25	1	3/4			1#18STP		CITY OF BANNING SCADA PANEL	PRESSURE TRANSMITTER 'PIT-4'	4-20mA PRESSURE SIGNAL TO SCADA
S26	1	3/4			1#18STP		BCVWD SCADA CABINET	PRESSURE TRANSMITTER 'PIT-4'	4-20mA PRESSURE SIGNAL TO SCADA
S27	1	3/4			1#18STP		CITY OF BANNING SCADA PANEL	CHLORINE ANALYZER	4-20mA CHLORINE ANALYZER SIGNAL TO SCADA

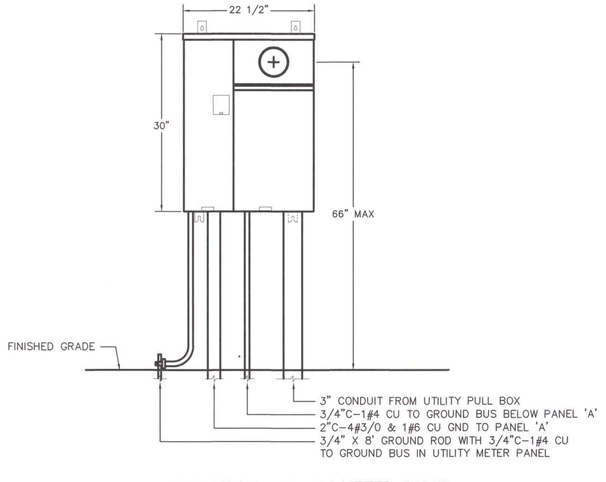
CONDUIT AND CONDUCTOR SCHEDULE

NO SCALE



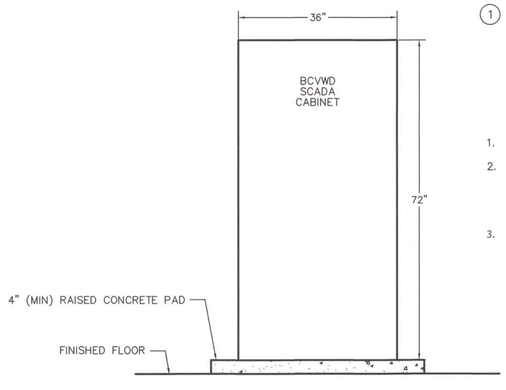
ELEVATION: PANELBOARD "A", CONTROL PANEL "CP-1"

NOT TO SCALE



ELEVATION: UTILITY METER PANEL

NOT TO SCALE



ELEVATION: BCVWD CONTROL PANEL

NOT TO SCALE

CONSTRUCTION NOTES

(1) UFER GROUND/CONCRETE ENCASED ELECTRODE: PROVIDE #4 BARE CU CONDUCTOR, MINIMUM 20 FEET IN LENGTH ENCASED BY AT LEAST 2 INCHES OF CONCRETE AND LOCATED HORIZONTALLY WITHIN THAT PORTION OF THE BUILDING CONCRETE FOOTING THAT IS IN DIRECT CONTACT WITH THE EARTH.

NOTES:

1. ALL CIRCUIT BREAKERS SHALL BE FULLY RATED.
2. OBTAIN APPROVAL FROM CITY OF BANNING ELECTRIC UTILITY DEPARTMENT OF UTILITY METER AND MAIN CIRCUIT BREAKER/PANELBOARD AND SUBMIT A COPY OF APPROVAL TO THE ENGINEER PRIOR TO PURCHASE OF EQUIPMENT.
3. SEE SHEET 24 FOR BCVWD CONTROL PANEL DETAIL(S) 4 THROUGH 8.

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 or 1-800-422-4133

REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER

REGISTERED PROFESSIONAL ENGINEER STEVEN R. ANDREWS RCE 37259 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY:

STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050

SA ENGINEERING

SCALE:	
DATE:	11/30/2021
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR:

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:

LUIS A. CARDENAS, RCE #78335 — EXP. 9/30/23 — SENIOR CIVIL ENGINEER — 1/4/22 DATE

APPROVED BY:

ARTURO VELA, RCE #75696 — EXP. 6/30/22 — PUBLIC WORKS DIRECTOR/CITY ENGINEER — 1/5/22 DATE

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

SINGLE LINE DIAGRAM AND SCHEDULES

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 19 OF 27

MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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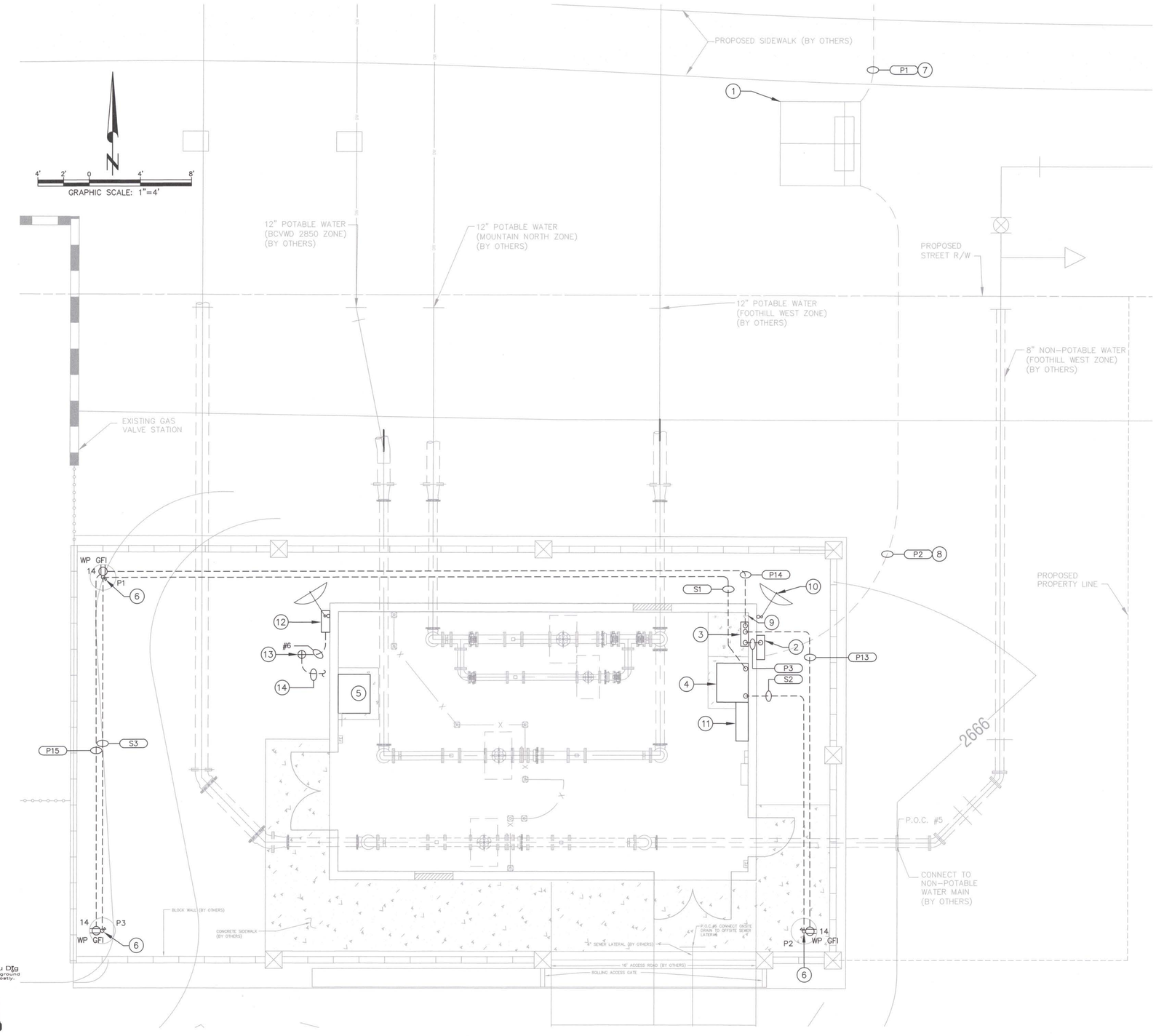

NOTES

1. UTILITY COORDINATION BY OTHERS.

CONSTRUCTION NOTES

(1) PAD MOUNTED UTILITY TRANSFORMER. TRANSFORMER PROVIDED BY UTILITY. TRANSFORMER PAD SHALL BE FURNISHED AND INSTALLED PER SEPARATE DRY UTILITY CONSULTANT PLANS UNDER SEPARATE PERMIT. COORDINATE WITH UTILITY CONSULTANT FOR FINAL LOCATION.

(2) UTILITY METER PANEL AND MAIN CIRCUIT BREAKER.

(3) PANEL "A"

(4) CONTROL PANEL "CP-1" FOR CITY OF BANNING INSTRUMENTATION AND CONTROL EQUIPMENT: 72"H X 36"W X 30"D. HOFFMAN CAT. NO. A72363OFS.

(5) 72"H X 36"W X 30"D FOR BCVWD SCADA CABINET. HOFFMAN CAT. NO. A723630FS. SEE DETAIL 5 ON SHEET 24.

(6) POLE MOUNTED SECURITY CAMERAS. SEE SECURITY CAMERA DETAIL 7 ON SHEET 9 AND NOTE 42 ON SHEET 4.

(7) CONNECTION TO UTILITY INFRASTRUCTURE SHALL BE FURNISHED AND INSTALLED BY OTHERS PER SEPARATE DRY UTILITY CONSULTANT PLANS UNDER SEPARATE PERMIT.

(8) UTILITY CONNECTION TO METER PANEL SHALL BE FURNISHED AND INSTALLED BY OTHERS PER SEPARATE DRY UTILITY CONSULTANT PLANS UNDER SEPARATE PERMIT.

(9) SEE SHEET 22 FOR CONDUIT AND CONDUCTORS TO INTERIOR SECURITY CAMERA.

(10) RADIO ANTENNA BY OTHERS. SEE SHEET 4 AND DETAIL 7A ON SHEET 8.

(11) 36" X 36" X 12" WALL MOUNTED ENCLOSURE FOR SCADA EQUIPMENT. HOFFMAN CSD363612SSR WITH CP3636 BACK PANEL. PROVIDED BY SYSTEMS INTEGRATOR.

(12) LIGHTNING ARRESTOR. SEE DETAIL 1 ON SHEET 24.

(13) GROUND WELL. SEE DETAIL 2 ON SHEET 24.

(14) 3/4"C-1#4GND TO GROUND BUS AT PANEL 'A'. SEE ELEVATION OF PANELBOARD 'A' ON SHEET 19.

BY ELECTRICAL CONTRACTOR ← → BY SYSTEMS INTEGRATOR

	1	CLA-VALVE 1 SOLENOID CONTROL
	2	
	3	CLA-VALVE 1 OPEN STATUS
	4	
	5	CLA-VALVE 1 CLOSED STATUS
	6	
	7	CLA-VALVE 2 SOLENOID CONTROL
	8	
	9	CLA-VALVE 2 OPEN STATUS
	10	
	11	CLA-VALVE 2 CLOSED STATUS
	12	
	13	CLA-VALVE 3 SOLENOID CONTROL
	14	
	15	CLA-VALVE 3 OPEN STATUS
	16	
	17	CLA-VALVE 3 CLOSED STATUS
	18	
	19	CLA-VALVE 4 SOLENOID CONTROL (FUTURE)
	20	
	21	CLA-VALVE 4 OPEN STATUS (FUTURE)
	22	
	23	CLA-VALVE 4 CLOSED STATUS (FUTURE)
	24	
	25	NORTH SIDE LOUVER OPEN COMMAND
	26	
	27	NORTH SIDE LOUVER OPEN STATUS
	28	
	29	NORTH SIDE LOUVER CLOSED STATUS
	30	
	31	SOUTH SIDE LOUVER OPEN COMMAND
	32	
	33	SOUTH SIDE LOUVER OPEN STATUS
	34	
	35	SOUTH SIDE LOUVER CLOSED STATUS
	36	
	37	SECURITY SWITCH: NS1
	38	
	39	SECURITY SWITCH: NS2
	40	
	41	SECURITY SWITCH: NS3
	42	
	43	SECURITY SWITCH: NS4
	44	
	45	SECURITY SWITCH: NS5
	46	
	47	SECURITY SWITCH: NS6
	48	
	49	FLOW METER FM1
	50	
	51	FLOW METER FM2
	52	
	53	FLOW METER FM3
	54	
	55	FLOW METER FM4
	56	
	57	PRESSURE SIGNAL, P1
	58	
	59	PRESSURE SIGNAL, P2
	60	
	61	PRESSURE SIGNAL, P3
	62	
	63	PRESSURE SIGNAL, P4
	64	

I/O CONTROL WIRING TERMINAL STRIP

TERMINAL STRIP TO BE MOUNTED IN SCADA PANEL FOR INTERFACE WITH SCADA I/O EQUIPMENT.

Call before you Dig
Avoid cutting underground utility lines. It's easy.
Call 811 or 1-800-422-4133

REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER

REGISTERED PROFESSIONAL ENGINEER — STEVEN R. ANDREWS — RCE 31259 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:
STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050

SCALE:
DATE: 11/30/2021
DRAWN BY: CR
DESIGNED BY: PH
CHECKED BY: SA

PREPARED FOR:
CITY OF BANNING

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP: 9/30/23
SENIOR CIVIL ENGINEER
11/4/22 DATE

APPROVED BY:
ARTURO VELA, RCE #75696 EXP: 6/30/22
PUBLIC WORKS DIRECTOR/CITY ENGINEER
11/5/22 DATE

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

ELECTRICAL SITE PLAN
POWER AND INSTRUMENTATION PLAN

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 20 OF 27

MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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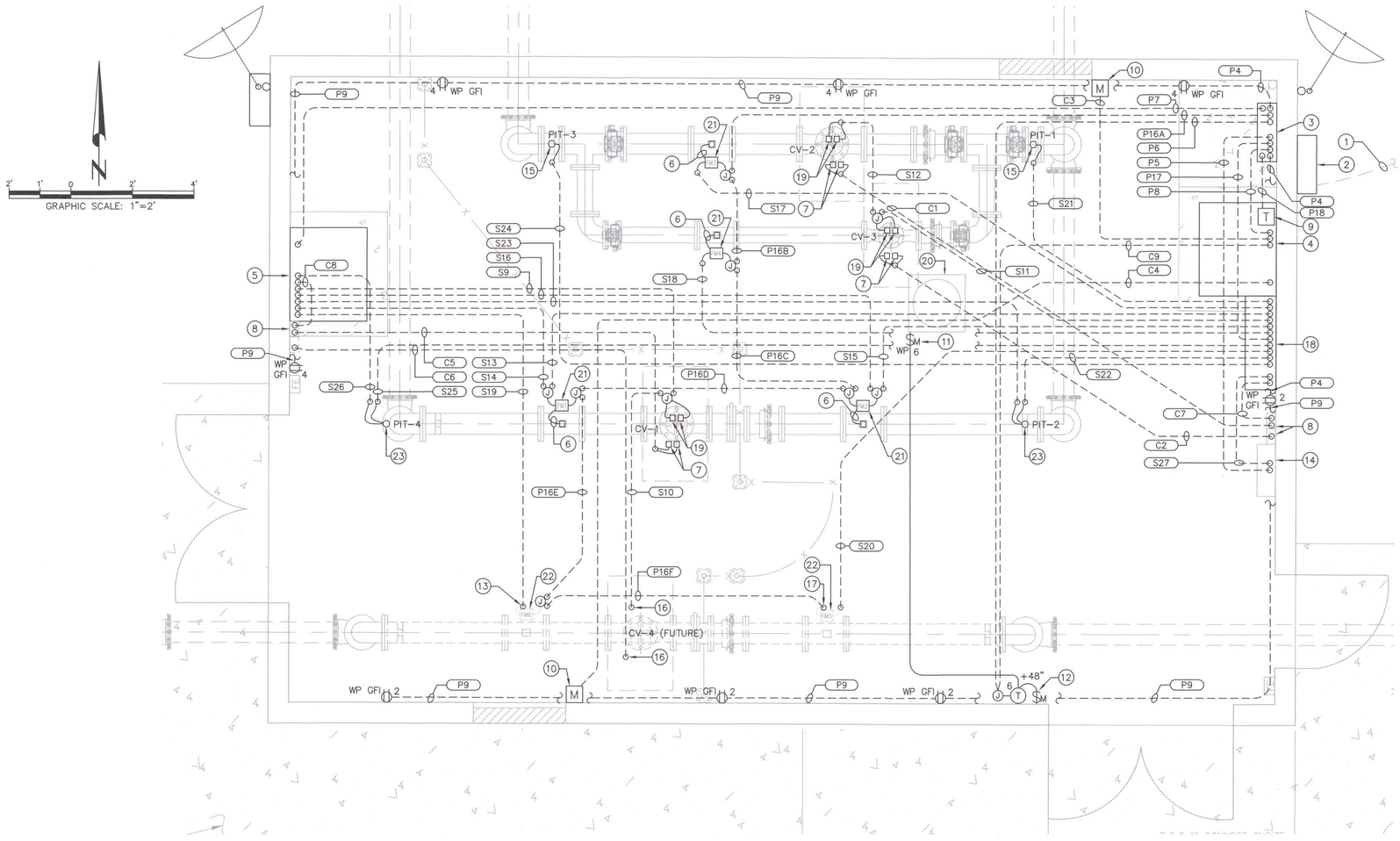
File: Meadowline E_Sheets.dwg
Plot Scale: 0.1435:1 Dwg Scale: ----
Plot Date: 11/12/2021 1:22 PM By: Test



NOTES

1. UTILITY COORDINATION BY OTHERS.
2. SEE SHEET 19 FOR CONDUIT AND CONDUCTOR SCHEDULE..

CONSTRUCTION NOTES

(1) TO PAD MOUNTED UTILITY TRANSFORMER. TRANSFORMER PROVIDED BY UTILITY. TRANSFORMER PAD SHALL BE FURNISHED AND INSTALLED PER SEPARATE DRY UTILITY CONSULTANT PLANS UNDER SEPARATE PERMIT. COORDINATE WITH UTILITY CONSULTANT FOR FINAL LOCATION.

(2) UTILITY METER PANEL AND MAIN CIRCUIT BREAKER.

(3) PANEL "A"

(4) CONTROL PANEL "CP-1" FOR CITY OF BANNING SECURITY CAMERA DVR, LOW VOLTAGE TRANSFORMER, LOUVER ACTUATOR CONTROL RELAY AND WIRING: 72"H X 36"W X 30"D. HOFFMAN CAT. NO. A723630FS.

(5) BCVWD SCADA CABINET: 72"H X 36"W X 30"D. HOFFMAN CAT. NO. A723630FS.

(6) POWER AND SIGNAL CONNECTION TO FLOW METER. PROVIDE FACTORY CABLES FOR EACH.

(7) CONNECTION TO CLA-VAL CONTROL SOLENOID.

(8) CLA-VAL ELECTRONIC CONTROLLER. REFER TO NOTES 13, 17, AND 37 ON SHEET 4. PROVIDE 24 VOLT POWER TO CONTROLLERS.

(9) PROVIDE 120-24 VOLT, 250 VA LOW VOLTAGE TRANSFORMER FOR CLA-VALVE CONTROLLER AND LOUVER ACTUATOR POWER.

(10) PROVIDE 24 VOLT LOUVER ACTUATOR.

(11) CONNECT TO EXHAUST FAN ON ROOF.

(12) PROVIDE MANUAL SWITCH IN ADDITION TO AUTOMATIC THERMOSTAT CONTROL OF EXHAUST FAN AND LOUVERS. .

(13) STUB UP 3 INCHES ABOVE FINISHED FLOOR AND CAP FOR FUTURE CONNECTION TO BCVWD FLOW METER.

(14) CHLORINE ANALYZER. SEE NOTE 25 ON SHEET 4.

(15) PRESSURE TRANSMITTER. SEE NOTE 29 ON SHEET 4.

(16) STUB UP 3 INCHES ABOVE FINISHED FLOOR AND CAP FOR FUTURE CLA-VALVE 'CV-4'

(17) STUB UP 3 INCHES ABOVE FINISHED FLOOR AND CAP FOR FUTURE CONNECTION TO CITY OF BANNING FLOW METER.

(18) SCADA CONTROL PANEL FOR CITY OF BANNING. BY SYSTEMS INTEGRATOR.

(19) CONNECTION TO CLA-VALVE POSITION INDICATOR SWITCHES

(20) EF1 ROOF EXHAUST FAN PER SPECS

(21) FLOW METER SIGNAL CONVERTER. MOUNT ON SUPPORT STANCHION. SEE DETAIL 3 ON SHEET 23

(22) FUTURE FLOW METER SIGNAL CONVERTER. PROVIDE SUPPORT STANCHION. SEE DETAIL 3 ON SHEET 23

(23) PRESSURE TRANSMITTER 'PIT-2'. SEE NOTE 29 ON SHEET 4.

(24) PRESSURE TRANSMITTER 'PIT-4'. SEE DETAIL 3 ON SHEET 27.

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811
or
1-800-422-4133

REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER

REGISTERED PROFESSIONAL ENGINEER
STEVEN R. ANDREWS
RCE 61259
CIVIL
STATE OF CALIFORNIA

PLANS PREPARED BY:

STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050

SAE ENGINEERING

SCALE:	
DATE:	11/30/2021
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR:

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:

LUIS A. CARDENAS, RCE #78335 EXP. 9/30/23 — 11/4/22 DATE
SENIOR CIVIL ENGINEER

APPROVED BY:

ARTURO VELA, RCE #75696 EXP. 6/30/22 — 11/5/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

POWER AND INSTRUMENTATION PLAN

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 21 OF 27

MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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Created: 01.23.2021 03:39:09 PM Author:---
Last Edit: 11.17.2021 01:21:05 PM Rv: Test

File: Meadowline E_Sheets.dwg
Plot Scale: 0.1438:1 Dwg Scale: ---
Plot Date: 11/12/2021 1:22 PM Rv: Test

FIXTURE SCHEDULE

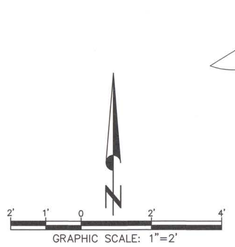
SYMBOL	TYPE	LAMPS		VOLTS	MOUNTING	DESCRIPTION		
	WATTS	NO	TYPE			MANUFACTURER	CATALOG NO.	DESCRIPTION
	A 21	14	LED	120	CHAIN HUNG FROM ROOF RAFTERS	LITHONIA	CLX L48 3000LM SEF RDL WD MVOLT 35K 80CR WH	4' LED STRIP WITH ACRYLIC-POLYCARBONATE LENS, CHAIN HUNG IN CONTINUOUS ROWS. WHITE FINISH.
	B 39	2	LED	120	SURFACE	LITHONIA	TWP LED ALO 30K T3M MVOLT PE DDBXD	LED OUTDOOR WALLPACK WITH SHIELDED CUTOFF REFLECTOR POLYCARBONATE UV STABILIZED REFLECTOR LENSE, AND INTEGRAL PHOTOCELL, DARK BRONZE FINISH
	C 4.3	2	LED	120	WALL/SURFACE	LITHONIA	LHQM LED G HO	DUAL LAMP EMERGENCY EGRESS LIGHT, WHITE HOUSING WITH GREEN LETTERING

NOTES

1. SEE SHEET 19 FOR CONDUIT AND CONDUCTOR SCHEDULE.

CONSTRUCTION NOTES

1. PROVIDE COMBINATION EXIT SIGN/EGRESS LIGHTING. REFER TO FIXTURE SCHEDULE THIS SHEET. SURFACE MOUNT ON WALL DIRECTLY ABOVE DOOR.
2. UTILITY METER PANEL AND MAIN CIRCUIT BREAKER.
3. PANEL "A"
4. PROVIDE ELECTRONIC ASTRONOMICAL T24 COMPLIANT TIMECLOCK FOR CONTROL OF OUTDOOR LIGHTING. PROVIDE TIMECLOCK WITH MINIMUM RATING OF 120 VOLT, AND (1) 20 AMP, 1 POLE CONTACT
5. PROVIDE SHUT-OFF CONTROL OF EXTERIOR LIGHTING VIA T24 COMPLIANT TIMECLOCK.
6. PROVIDE T24 COMPLIANT LIGHTING CONTROL RELAY AND CEILING MOUNTED MOTION SENSORS FOR SHUT-OFF CONTROL OF INTERIOR LIGHTING.
7. PROVIDE LOW VOLTAGE WIRING FROM MOTION SENSORS TO LIGHTING CONTROL RELAY.
8. CONTROL PANEL "CP-1" FOR CITY OF BANNING SCADA EQUIPMENT AND SECURITY SYSTEM DVR.
9. INTRUSION SWITCH



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REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER

REGISTERED PROFESSIONAL ENGINEER — STEVEN R. ANDREWS — No. RCE 31259 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:

STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050

SA ENGINEERING

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RECOMMENDED FOR APPROVAL BY:

LUIS A. CARDENAS, RCE #78335 — EXP. 9/30/23 — 11/4/22 DATE
SENIOR CIVIL ENGINEER

APPROVED BY:

ARTURO VELA, RCE #75696 — EXP. 6/30/22 — 11/5/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

LIGHTING PLAN

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 22 OF 27

MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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Created: 01.23.2021 03:39:09 PM Author:----
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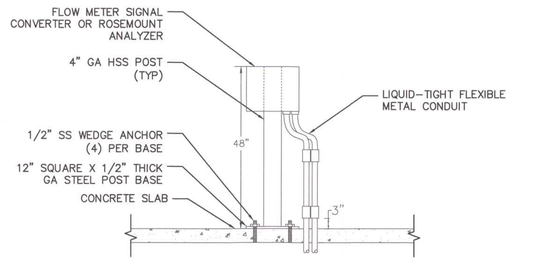
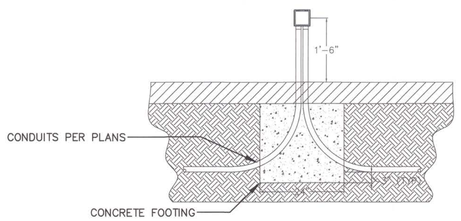
Plot Date: 11/12/2021 1:22 PM By: Test



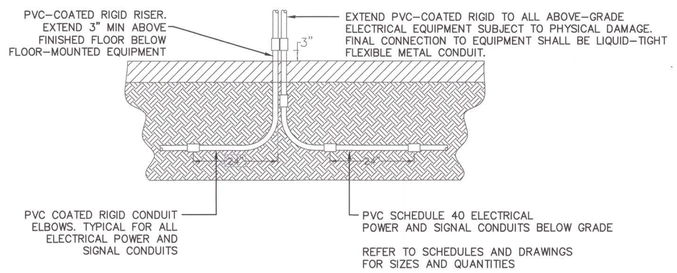
PVC SCHEDULE 40 ELECTRICAL
POWER AND SIGNAL CONDUITS BELOW GRADE

REFER TO SCHEDULES AND DRAWINGS
FOR SIZES AND QUANTITIES

SUPPORT STANCHION (3)
NO SCALE



PVC COATED RIGID CONDUIT RISER AT DEVICE BOX (2)
NO SCALE



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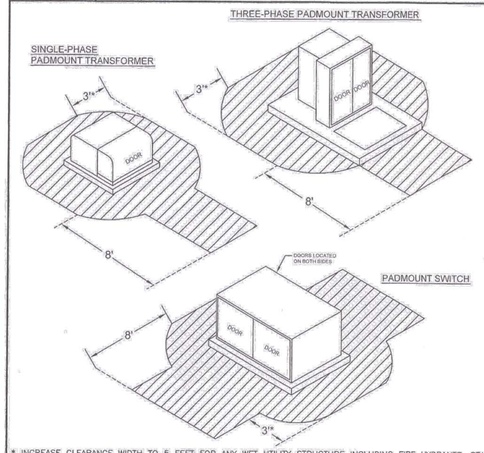
PVC COATED RIGID CONDUIT RISER (1)
NO SCALE

CITY OF BANNING ELECTRIC UTILITY — THIS STANDARD SHOWS THE CLEARANCE REQUIREMENTS FOR PADMOUNT EQUIPMENT INCLUDING TRANSFORMERS AND SWITCHES.



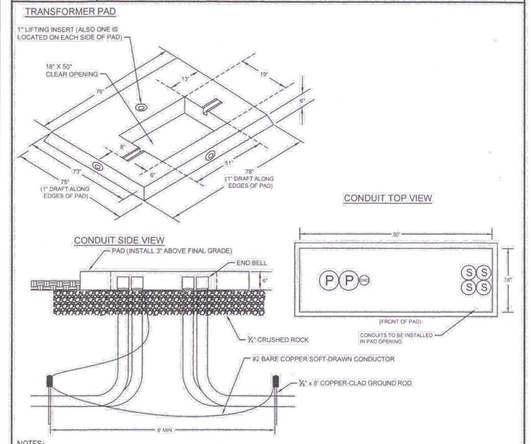
* INCREASE CLEARANCE WIDTH TO 5 FEET FOR ANY WET UTILITY STRUCTURE INCLUDING FIRE HYDRANTS, STAND PIPES, ABOVE GROUND WATER METERS, AND BACK FLOW VALVES. 8 FEET IS STILL AN ACCEPTABLE CLEARANCE IN FRONT OF THE EQUIPMENT DOORS.

NOTES:
1. ALL SIDES OF PADMOUNT EQUIPMENT MUST HAVE A MINIMUM OF 3 FEET RADIAL CLEARANCE. THIS CLEARANCE INCREASES TO 8 FEET FOR ANY SIDES WITH A DOOR. A PADMOUNT SWITCH HAS 2 SIDES WITH OPENING DOORS.
2. MAXIMUM OF 2% SLOPE FREE AND CLEAR OF BUILDINGS, FENCES, BUSHES, TREES, PLANTS, SIDEWALKS, AND CURBS 5 FEET FROM STRUCTURE SLAB.
3. THE 8 FEET OF CLEARANCE CAN NOT BE IN A PARKING STALL. THIS DISTANCE MUST ALWAYS BE CLEAR.
4. NO CARPORTS ARE ALLOWED OVER ANY EQUIPMENT.
5. SUITABLE SPACE SHALL BE PROVIDED AND MAINTAINED ABOUT ELECTRICAL EQUIPMENT TO PERMIT READY AND SAFE OPERATION AND MAINTENANCE. A 12-FOOT WIDE PATH MUST BE AVAILABLE FOR SERVICE TRUCKS.
6. THE CLEARANCE SHOWN SHALL BE KEPT AT ALL TIMES. C.O.B. ELECTRIC RESERVES THE RIGHT TO REMOVE ANY PLANTS, TREES, SHRUBS, ETC. THAT INTERFERE WITH WORKING CLEARANCES.

REVISED: 03/13/2012 | APPROVED: | STANDARD DRAWINGS:

CLEARANCE REQUIREMENTS FOR PADMOUNT EQUIPMENT — SD 600-05

CITY OF BANNING ELECTRIC UTILITY — THIS STANDARD SHOWS THE PRECAST CONCRETE PAD REQUIREMENTS FOR A THREE-PHASE TRANSFORMER.

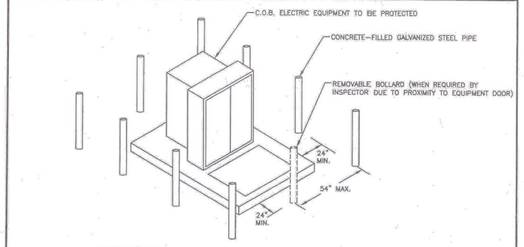


NOTES:
1. LOCATE PAD AS DIRECTED BY C.O.B. ELECTRIC UTILITY.
2. INSTALL GROUNDING SYSTEM PER "SIDE VIEW" DETAIL. GROUND WIRE MUST BE #2 BARE COPPER SOFT-DRAWN CONDUCTOR UNLESS OTHERWISE SPECIFIED ON PLANS. 30' OF GROUND WIRE IN DIRECT CONTACT WITH EARTH MAY BE SUBSTITUTED FOR GROUND RODS UPON APPROVAL OF C.O.B. ELECTRIC INSPECTOR. LEAVE 10' OF GROUND WIRE SLACK IN BOTTOM OF HANDHOLE. USE EXOTHERMIC WELDING TO MAKE ALL CONNECTIONS. COMPRESSION CONNECTORS MAY BE USED ONLY WHEN DONE BY ELECTRIC UTILITY.
3. INSTALL A MINIMUM 8" OF 3/4" CRUSHED ROCK UNDERNEATH BOTH THE HANDHOLE AND PAD.
4. INSTALL END BELLS AND EXPANDABLE RUBBER PLUGS ON EACH EXPOSED CONDUIT. PRIMARY AND SECONDARY CONDUITS MUST BE GROUPED TOGETHER ON OPPOSITE SIDES PER DETAIL ABOVE.
5. INSTALL A TEMPORARY BOLT-DOWN ⅝" PLYWOOD COVER ABOVE PAD OPENING IMMEDIATELY AFTER COMPLETING PAD INSTALLATION.
6. IF REQUIRED BY C.O.B. INSPECTOR, INSTALL PROTECTIVE BARRIERS PER SD #600-06.
7. PROVIDE UNOBSTRUCTED SPACE CLEARANCES AROUND PAD PERIMETER PER SD #600-05.
8. IN SOFT SOILS AND AT DISCRETION OF C.O.B. ELECTRIC INSPECTOR, 1:1-SACK SLURRY MAY BE REQUIRED UNDER THE PAD. SLURRY MUST BE 12" DEEP AND EXTENDING 12" BEYOND THE SIDE EDGES OF PAD.

REVISED: 08/31/2016 | APPROVED: | STANDARD DRAWINGS:

PRECAST CONCRETE PAD THREE-PHASE TRANSFORMER — SD 600-62

CITY OF BANNING ELECTRIC UTILITY — THIS STANDARD SHOWS THE PROTECTIVE BARRIER REQUIREMENTS FOR C.O.B. EQUIPMENT.



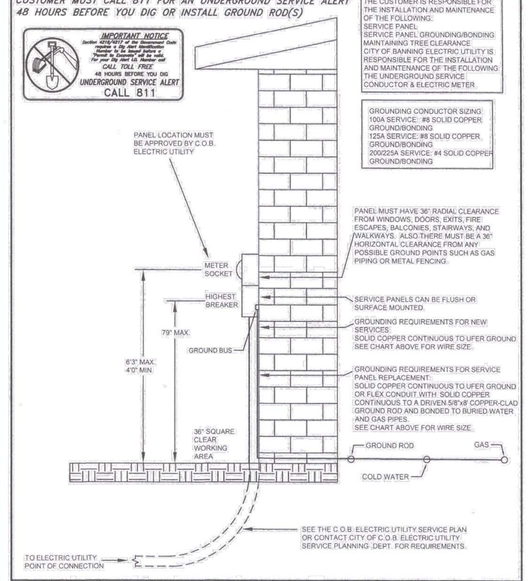
NOTES:
1. CAUTION MUST BE TAKEN WHEN INSTALLING BARRIER POSTS TO AVOID CONTACTING ANY EXISTING UNDERGROUND UTILITIES.
2. INSTALL 4" DIAMETER GALVANIZED STEEL PIPE WITH A MINIMUM ¼" WALL. 6" PIPE MAY BE REQUESTED IN CERTAIN HIGH-TRAFFIC AREAS AT DISCRETION OF C.O.B. ELECTRIC INSPECTOR.
3. PIPE TO BE COMPLETELY FILLED WITH 3500 PSI CONCRETE. CONCRETE MUST BE MIXED AND VIBRATED TO ELIMINATE AIR POCKETS. TOP OF PIPE MUST HAVE A ROUNDED CONCRETE TOP FOR DRAINAGE PURPOSES.
4. A REMOVABLE BARRIER MAY BE REQUIRED IN FRONT OF EQUIPMENT DOORS AT C.O.B. ELECTRIC INSPECTOR'S DISCRETION. A BELOW-GRADE SLEEVE MUST BE INSTALLED THAT IS 1" LARGER IN DIAMETER THAN BARRIER. THIS SLEEVE MUST ALSO BE GALVANIZED STEEL PIPE WITH A MINIMUM ¼" WALL. A 3" GRAVEL BED MUST BE INSTALLED FOR DRAINAGE PURPOSES.
5. BARRIERS SHALL BE INSTALLED A MINIMUM OF 24" AWAY FROM EQUIPMENT PAD. FINAL SEPARATION DISTANCE MUST BE CONFIRMED WITH C.O.B. ELECTRIC INSPECTOR PRIOR TO INSTALLATION.
6. BARRIERS SHALL BE SPACED AROUND THE EQUIPMENT PAD WITH A MAXIMUM OF 54" DISTANCE BETWEEN BARRIER CENTERS. FINAL SEPARATION DISTANCE MUST BE CONFIRMED WITH C.O.B. ELECTRIC INSPECTOR PRIOR TO INSTALLATION.
7. BARRIERS SHALL NOT BE INSTALLED CLOSER THAN 36" FROM OTHER ABOVE-GROUND OBSTRUCTIONS.
8. BARRIERS PROTECTING SWITCHGEAR SHALL BE INSTALLED A MINIMUM OF 36" AWAY FROM SWITCHGEAR. SWITCHGEAR BARRIER REQUIREMENTS MUST BE CONFIRMED WITH BUILDING ELECTRICAL INSPECTOR (NOT AFFILIATED WITH C.O.B. ELECTRIC UTILITY).
9. BARRIER TOPS MUST BE INSTALLED PLUMB AND LEVEL WITH EACH OTHER WHEN MULTIPLE BARRIERS ARE BEING INSTALLED.
10. BARRIERS MUST BE COATED WITH WEATHER-RESISTANT REFLECTIVE SAFETY YELLOW PAINT.

REVISED: 03/30/2011 | APPROVED: | STANDARD DRAWINGS

PROTECTIVE BARRIERS FOR C.O.B. EQUIPMENT — SD 600-06

CITY OF BANNING ELECTRIC UTILITY — THIS STANDARD SHOWS THE REQUIREMENTS FOR A TYPICAL UNDERGROUND SERVICE.

CUSTOMER MUST CALL 811 FOR AN UNDERGROUND SERVICE ALERT 48 HOURS BEFORE YOU DIG OR INSTALL GROUND ROD(S)



THE CUSTOMER IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF THE FOLLOWING:
SERVICE PANEL
SERVICE PANEL GROUNDING/BONDING
MAINTAINING TREE CLEARANCE
CITY OF BANNING ELECTRIC UTILITY IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF THE FOLLOWING:
THE UNDERGROUND SERVICE CONDUCTOR & ELECTRIC METER

GROUNDING CONDUCTOR SIZING:
100A SERVICE: #8 SOLID COPPER GROUND/BONDING
125A SERVICE: #8 SOLID COPPER GROUND/BONDING
200/225A SERVICE: #4 SOLID COPPER GROUND/BONDING

PANEL MUST HAVE 36" RADIAL CLEARANCE FROM WINDOWS, DOORS, EXITS, FIRE ESCAPES, BALCONIES, STAIRWAYS, AND WALKWAYS. ALSO THERE MUST BE A 36" HORIZONTAL CLEARANCE FROM ANY POSSIBLE GROUND POINTS SUCH AS GAS PIPING OR METAL FENCING.

SERVICE PANELS CAN BE FLUSH OR SURFACE MOUNTED.

GROUNDING REQUIREMENTS FOR NEW SERVICES:
SOLID COPPER CONTINUOUS TO UFER GROUND
SEE CHART ABOVE FOR WIRE SIZE.

GROUNDING REQUIREMENTS FOR SERVICE PANEL REPLACEMENT:
SOLID COPPER CONTINUOUS TO UFER GROUND OR FLEX CONDUIT WITH SOLID COPPER CONTINUOUS TO A DRIVEN 5/8"x8' COPPER-CLAD GROUND ROD AND BONDED TO BURIED WATER AND GAS PIPES.
SEE CHART ABOVE FOR WIRE SIZE.

SEE THE C.O.B. ELECTRIC UTILITY SERVICE PLAN OR CONTACT CITY OF C.O.B. ELECTRIC UTILITY SERVICE PLANNING DEPT. FOR REQUIREMENTS.

REVISED: 04/08/2020 | APPROVED: | STANDARD DRAWINGS

TYPICAL UNDERGROUND SERVICE — SD 600-09

CITY OF BANNING

Electric Utility

May 6, 2020

Barrett Bruchhauser
MDS Consulting
17320 Redhill Ave., Ste. 350
Irvine, CA 92614

Subject: Fault Current Information

Dear Mr. Bruchhauser,

In response to your request for the available fault current from Banning Electric Utility at the delivery point to the three-phase electric meter at the Meadowline Interconnect Facility. The system symmetrical fault current, line-to-line, was calculated to be 4,864 amps.

These calculations are based on the proposed installation of about 40ft of 4/0 AL secondary cable three (3) per phase and a 75 KVA 12470/7200 to 208/120 volt transformer.

These maximum fault values are only valid for the transformer stated above and may change at any time in the event that any of these facilities are replaced due to a change in load at this site or if any other facilities need to be served by this transformer.

Please feel free to contact me anytime at (951)922-3263.

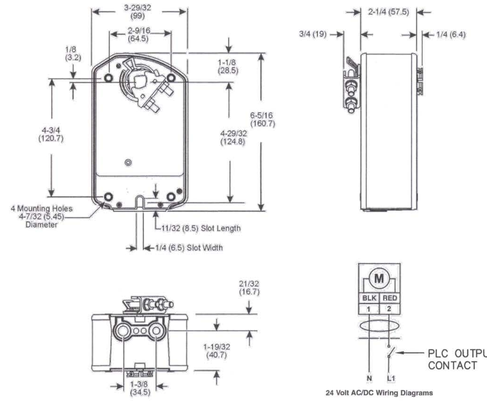
Thank You,

Brandon Robinson
Banning Electric Utility

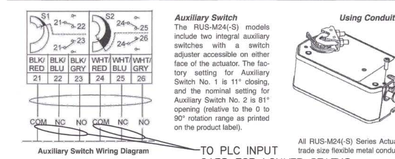
The City of Banning promotes and supports a high quality of life that ensures a safe and friendly environment, fosters new opportunities and provides responsive, fair treatment to all and is the pride of its citizens.

RUS-M24(-S) Electric 24 Volt Control Damper & Louver Actuator
DIRECT COUPLED SPRING RETURN

DIMENSIONS



WIRING AND CONDUIT CONNECTIONS



Auxiliary Switch
The RUS-M24(-S) models include two integral auxiliary switches with a switch adjuster accessible on either face of the actuator. The factory setting for Auxiliary Switch No. 1 is 11° closing, and the nominal setting for Auxiliary Switch No. 2 is 81° opening (relative to the 0 to 90° rotation range as printed on the product label).

TO PLC INPUT CARD FOR LOUVER STATUS

Using Conduit

All RUS-M24(-S) Series Actuators accept 3/8 in. trade size flexible metal conduit.

RUSKIN
3900 Dr. Greaves Rd.
Kansas City, MO 64030
(816) 761-7476
FAX (816) 765-8955
www.ruskin.com

DWG Name: C:\Users\Test\Google Drive\D drive\Engineering\SAEngineering\Meadowline Interconnect\CAD\Meadowline E_Sheets.dwg Plotted by: Test on Nov 12, 2021 - 13:22:20

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

REVISIONS

MARK		APPR	DATE

SEAL - ENGINEER

REGISTERED PROFESSIONAL ENGINEER — STEVEN R. ANDREWS — RCE 31259 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:
STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 216-6060

SCALE:	
DATE:	11/30/2021
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR: City of Banning

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 — EXP. 9/30/23 — 1/4/22 DATE
SENIOR CIVIL ENGINEER
APPROVED BY:
ARTURO VELA, RCE #75696 — EXP. 6/30/22 — 1/5/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

ELECTRICAL DETAILS

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 23 OF 27

MAP FILE NO.

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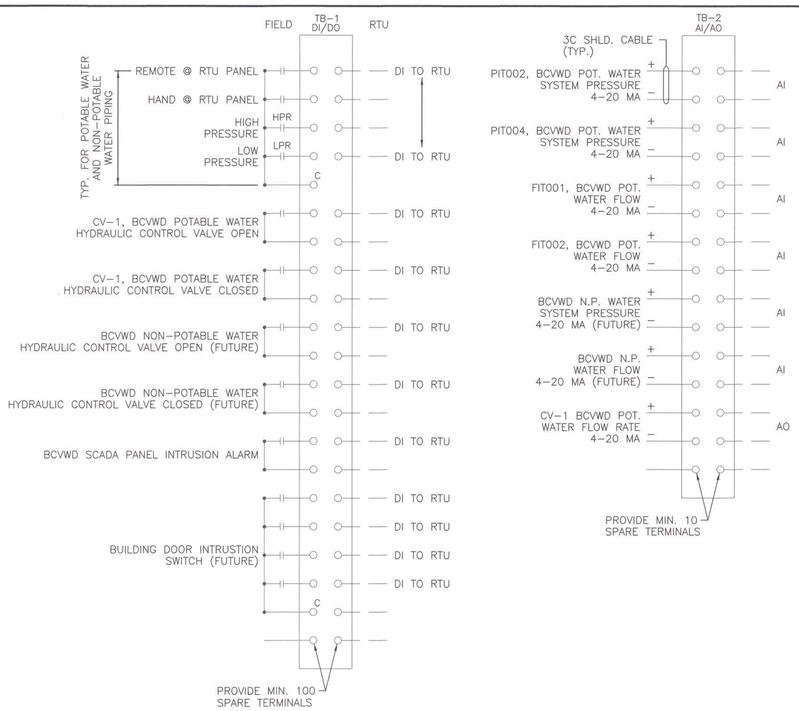
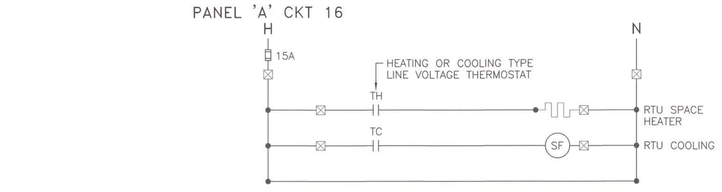


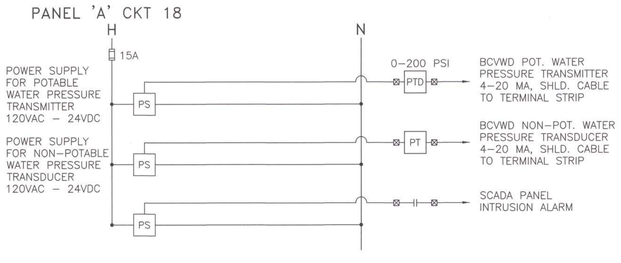
RTU INTERCONNECT DIAGRAM (8)

NO SCALE — LOCATED IN BCVWD SCADA PANEL. THIS WORK TO BE PERFORMED BY SYSTEMS INTEGRATOR



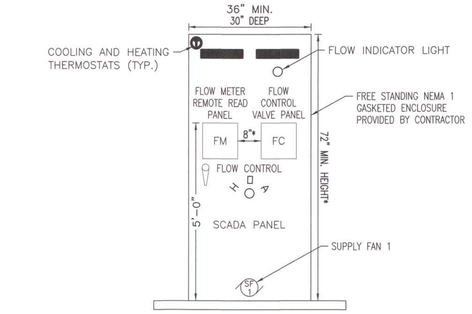
SCADA PANEL AND RTU HEATING AND COOLING CONTROL DIAGRAM (7)

NO SCALE — LOCATED IN BCVWD SCADA PANEL. THIS WORK TO BE PERFORMED BY CONTRACTOR



CONTROL DIAGRAM FOR 120V POWER FOR BCVWD SCADA EQUIPMENT (6)

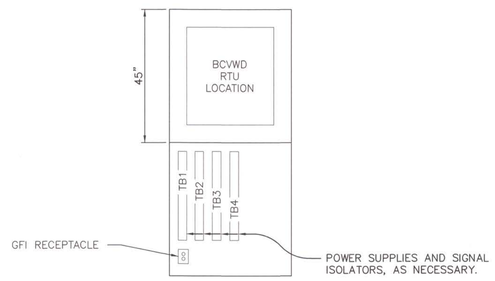
NO SCALE — LOCATED IN BCVWD SCADA PANEL. THIS WORK TO BE PERFORMED BY SYSTEMS INTEGRATOR



NOTES:
1. SYSTEMS INTEGRATOR SHALL SUBMIT PANEL LAYOUT FOR REVIEW AND APPROVAL PRIOR TO SLAB CONSTRUCTION. SAID LAYOUT SHALL INCLUDE MANUFACTURER'S RECOMMENDED SPACING NECESSARY FOR COMPONENT COOLING.
2. CONTRACTOR SHALL PROVIDE SITE SPECIFIC LAYOUT BCVWD SCADA PANEL DRAWING SUBMITTALS FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
3. NOT ALL CONDUITS AND CONDUCTORS ARE SHOWN IN ELEVATION.

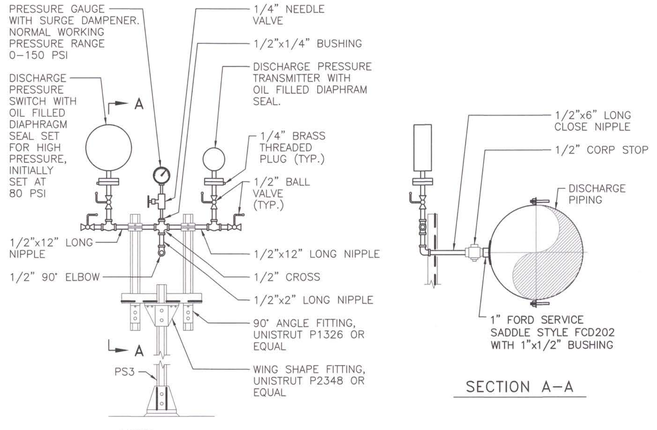
BCVWD SCADA PANEL ELEVATION (5)

NO SCALE — THIS WORK TO BE PERFORMED BY SYSTEMS INTEGRATOR; HOFFMAN ENCLOSURE PROVIDED BY CONTRACTOR



BCVWD SCADA PANEL INTERIOR DETAIL (4)

NO SCALE — THIS WORK TO BE PERFORMED BY SYSTEMS INTEGRATOR; RTU PROVIDED BY BCVWD



NOTES:
1. UNLESS NOTED OTHERWISE, ALL FITTINGS SHALL BE SCH. 40 RED BRASS.
2. ALL VALVES AND FITTINGS SHALL BE SUITABLE FOR A WORKING PRESSURE OF 150 PSI MINIMUM.

PRESSURE SWITCH AND TRANSMITTER DETAIL (3)

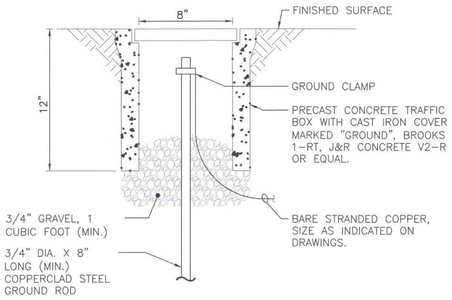
NO SCALE

GENERAL NOTES

1. THE BCVWD SCADA PANEL SHALL BE A MINIMUM OF 30" DEEP AND 36" WIDE. THE PANEL SHALL BE PROVIDED WITH A FULL HEIGHT BACK PANEL. THE PANEL DOOR SHALL BE EQUIPPED WITH FILTERED AND LOUVERED OPENINGS AT THE TOP AND BOTTOM, AND A 120 THERMOSTATICALLY CONTROLLED SUPPLY AIR FAN AT THE BOTTOM.
2. CONTRACTOR TO LAND ALL FIELD WIRING ON TERMINAL BLOCKS. BCVWD TO WIRE FROM TERMINAL BLOCKS TO RTU.
3. CONTRACTOR SHALL FURNISH AND INSTALL ALL FIELD EQUIPMENT AND WIRING TO TERMINAL STRIPS. SYSTEMS INTEGRATOR SHALL FURNISH AND INSTALL ALL EQUIPMENT INSIDE THE SCADA PANEL PER ELECTRICAL EQUIPMENT SPECIFICATIONS. SYSTEMS INTEGRATOR TO PROVIDE DETAILED PANEL LAYOUT SHOP DRAWING FOR BCVWD REVIEW PRIOR TO PANEL FABRICATION.
4. PANEL LAYOUT IS REPRESENTATIVE AND DOES NOT INDICATE ALL EQUIPMENT REQUIRED. FINAL PANEL LAYOUT SHALL BE DECIDED BY THE SYSTEMS INTEGRATOR.
5. BCVWD TO PROVIDE AND INSTALL RTU EQUIPMENT AND CONNECT TO TERMINAL BLOCKS.
6. UNLESS SPECIFICALLY NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE AND INSTALL ALL ELECTRICAL EQUIPMENT, CONDUIT, AND WIRE FOR A COMPLETE AND OPERATIONAL SYSTEM.

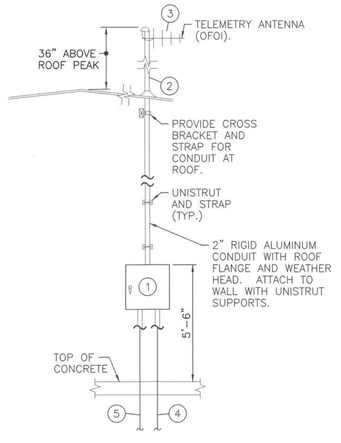
CONSTRUCTION NOTES

1. RADIO LIGHTNING ARRESTOR PANEL. CONTRACTOR SHALL MOUNT TO EXTERIOR OF BUILDING AND FURNISH AND INSTALL HOFFMAN PANEL, C-SD20208 WITH C-P2020 BACK PANEL AND LOCKING HANDLE C-WHPTO. RADIO LIGHTNING ARRESTOR. RADIO LIGHTNING ARRESTOR SHALL BE CONTRACTOR FURNISHED AND INSTALLED.
2. 2" RIGID ALUMINUM CONDUIT WITH ROOF FLANGE AND WEATHER HEAD. ATTACH TO WALL WITH UNISTRUT SUPPORTS.
3. TELEMETRY ANTENNA.
4. 1" RIGID CONDUIT FROM THE LIGHTNING ARRESTOR TO THE GROUND WELL. ATTACH TO WALL WITH UNISTRUT SUPPORTS.
5. 1" RIGID CONDUIT FROM THE ANTENNA CABLE TO THE BCVWD SCADA PANEL. ATTACH TO WALL WITH UNISTRUT SUPPORTS.



GROUND WELL DETAIL (2)

NO SCALE



LIGHTNING ARRESTOR DETAIL (1)

NO SCALE

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811
OR
1-800-422-4133

REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER: REGISTERED PROFESSIONAL ENGINEER STEVEN R. ANDREWS RCE 31259 CIVIL STATE OF CALIFORNIA

PLANS PREPARED BY: STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050

SCALE:
DATE: 11/30/2021
DRAWN BY: CR
DESIGNED BY: PH
CHECKED BY: SA

PREPARED FOR: City of Banning

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
Luis Cardenas — 1/4/22
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/23 — DATE
SENIOR CIVIL ENGINEER
APPROVED BY:
Arturo Vela — 1/6/22
ARTURO VELA, RCE #75696 EXP. 6/30/22 — DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

ELECTRICAL DETAILS

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 24 OF 27
MAP FILE NO.

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Last Edit: 11.12.2021 01:21:05 PM By: Test

File: Meadowline E_Sheets.dwg
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Plot Date: 11/12/2021 1:22 PM By: Test

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MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

STATE OF CALIFORNIA
Indoor Lighting
NRCC-LTI-E (Created 01/20) CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTI-E
This document is used to demonstrate compliance with requirements in §110.9, §110.12(c), §130.0, §130.1, §140.6, and §141.0(b)2 for indoor lighting scopes using the prescriptive path.	
Project Name: Meadowline Way Water Interconnect Building	Report Page: Page 1 of 6
Project Address: 6350 Meadowline Way, Banning, CA. 92220	Date Prepared: 02/22/21

A. GENERAL INFORMATION

01	Project Location (city)	Banning	04	Total Conditioned Floor Area (ft²)	
02	Climate Zone	15	05	Total Unconditioned Floor Area (ft²)	650
03	Occupancy Types Within Project (select all that apply):		06	# of Stories (Habitable Above Grade)	

☐ Office ☐ Retail ☐ Warehouse ☐ Hotel/Motel ☐ School ☐ Support Areas
☐ Parking Garage ☐ High-Rise Residential ☐ Relocatable ☐ Healthcare ☑ Other (write in): INDUSTRIAL

B. PROJECT SCOPE

Table Instructions: Include any lighting systems that are within the scope of the permit application and are demonstrating compliance using the prescriptive path outlined in §140.6 or §141.0(b)2 for alterations. WARNING: Changing the Calculation Method in this table will result in the deletion of data previously input. If you need to change the calculation method, please open a new form or use "Save As".

Scope of Work	Conditioned Spaces		Unconditioned Spaces	
01	02	03	04	05
My Project Consists of (check all that apply):	Calculation Method	Area (ft²)	Calculation Method	Area (ft²)
☑ New Lighting System			Area Category	650
☐ Altered Lighting System				
Total Area of Work (ft²)			**650**	

C. COMPLIANCE RESULTS

Table Instructions: If any cell on this table says "DOES NOT COMPLY" or "COMPLIES with Exceptional Conditions" refer to Table D. for guidance.

Lighting in conditioned and unconditioned spaces must not be combined for compliance per §140.6(b)1.	Allowed Lighting Power per §140.6(b) (Watts)						Adjusted Lighting Power per §140.6(a) (Watts)				Compliance Results
	01	02	03	04		05	06	07		08	09
	Complete Building §140.6(c)1	Area Category §140.6(c)2	Area Category Additional §140.6(c)2G (+)	Tailored §140.6(c)3 (+)	=	**Total Allowed** (Watts)	≥ Total Designed (Watts)	Adjustments: PAF Control Credits §140.6(a)2 (-)	=	**Total Adjusted** (Watts) *Includes Adjustments	**05 Must be ≥ 08** §140.6
	(See Table I)	(See Table I)	(See Table J)	(See Table K)			(See Table F)	(See Table P)			
Conditioned:					=		≥		=		
Unconditioned:		260			=	**260**	≥ 252		=	**252**	**COMPLIES**

Table Continued

STATE OF CALIFORNIA
Indoor Lighting
NRCC-LTI-E (Created 01/20) CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTI-E
Project Name: Meadowline Way Water Interconnect Building	Report Page: Page 2 of 6
Project Address: 6350 Meadowline Way, Banning, CA. 92220	Date Prepared: 02/22/21

Controls Compliance (See Table H for Details)	**DOES NOT COMPLY**
Rated Power Reduction Compliance (See Table Q for Details)	**Not Applicable**

D. EXCEPTIONAL CONDITIONS

This table is auto-filled with uneditable comments because of selections made or data entered in tables throughout the form.

No exceptional conditions apply to this project.

E. ADDITIONAL REMARKS

This table includes remarks made by the permit applicant to the Authority Having Jurisdiction.

F. INDOOR LIGHTING FIXTURE SCHEDULE

Table Instructions: Include all permanent designed lighting and all portable lighting in offices.

Designed Wattage: Unconditioned Spaces

01	02	03	04	05	06	07	08	09	10	
Name or Item Tag	Complete Luminaire Description	Modular (Track) Fixture	Small Aperture & Color Change[1]	Watts per luminaire[2]	How Wattage is determined	Total number luminaires	Exempt per §140.6(a)3	Design Watts	Field Inspector: Pass	Fail
A	4 FT LED STRIP LIGHT	☐	☐	21	Mfr. Spec[2]	12	☐	252	☐	☐
						Total Designed Watts UNCONDITIONED SPACES:		**252**		

[1] *FOOTNOTE: Design Watts for small aperture and color changing luminaires which qualify per §140.6(a)4B is adjusted to be 75% of their rated wattage. Table F automatically makes this adjustment, the permit applicant should enter full rated wattage in column 05.*
[2] *Authority Having Jurisdiction may ask for Luminaire cut sheets to confirm wattage used for compliance per §130.0(c) Wattage used must be the maximum rated for the luminaire, not the lamp.*

G. MODULAR LIGHTING SYSTEMS

This Section Does Not Apply

H. INDOOR LIGHTING CONTROLS (Not Including PAFs)

*Table Instructions: Please include lighting controls for conditioned and unconditioned spaces in this table. When an option having a * is selected, the notes section of this table must be completed. The lighting controls section of the Compliance Summary Table on the first page will show "DOES NOT COMPLY" if the notes are left blank.*

STATE OF CALIFORNIA
Indoor Lighting
NRCC-LTI-E (Created 01/20) CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTI-E
Project Name: Meadowline Way Water Interconnect Building	Report Page: Page 3 of 6
Project Address: 6350 Meadowline Way, Banning, CA. 92220	Date Prepared: 02/22/21

Building Level Controls

01	02	03	
Mandatory Demand Response §110.12(c)	Shut-Off Controls §130.1(c)	Field Inspector: Pass	Fail
Not Required ≤ 10,000 SF	Whole Building "Other"*	☐	☐

Area Level Controls

04	05	06	07	08	09	10	11	12	
Area Description	Complete Building or Area Category Primary Function Area	Area Controls §130.1(a)	Multi-Level Controls §130.1(b)	Shut-Off Controls §130.1(c)	Primary/Skylit Daylighting §130.1(d)	Secondary Daylighting §140.4(d)	Interlocked Systems §140.6(a)1	Field Inspector: Pass	Fail
PIPING ROOM	Electrical, Mechanical, Telephone Rooms	Manual ON/ OFF	Exempt*	Exempt*	NA	NA	☐	☐	☐

*NOTES: Controls with a * require a note in the space below explaining how compliance is achieved.
EX: Conference 1: Primary/Skylight Daylighting: Exempt because less than 120 watts of general lighting; EXCEPTION 1 to §130.1(d)2

13
Plan Sheet Showing Daylit Zones:
NA

PIPING ROOM *Multi-Level Controls: exempt because installed lighting is less than 0.5 w/sf. Shut-off controls: exempt because this is an industrial facility.*

I. LIGHTING POWER ALLOWANCE: COMPLETE BUILDING OR AREA CATEGORY METHODS

Table Instructions: Complete the table for each area complying using the Complete Building or Area Category Methods per §140.6(b). Indicate if additional lighting power allowances per §140.6(c) or adjustments per §140.6(a) are being used.

Unconditioned Spaces

01	02	03	04	05	06	
Area Description	Complete Building or Area Category Primary Function Area	Allowed Density (W/ft²)	Area (ft²)	Allowed Wattage (Watts)	Additional Allowances / Adjustment: Area Category	PAF
PIPING ROOM	Electrical, Mechanical, Telephone Rooms	0.4	650	260	☐	☐
		TOTAL:	**650**	**260**	See Tables J or P for detail	

J. ADDITIONAL LIGHTING ALLOWANCE: AREA CATEGORY METHOD QUALIFYING LIGHTING SYSTEM

This Section Does Not Apply

STATE OF CALIFORNIA
Indoor Lighting
NRCC-LTI-E (Created 01/20) CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTI-E
Project Name: Meadowline Way Water Interconnect Building	Report Page: Page 4 of 6
Project Address: 6350 Meadowline Way, Banning, CA. 92220	Date Prepared: 02/22/21

K. TAILORED METHOD GENERAL LIGHTING POWER ALLOWANCE
This Section Does Not Apply

L. ADDITIONAL LIGHTING ALLOWANCE: TAILORED WALL DISPLAY
This Section Does Not Apply

M. ADDITIONAL LIGHTING ALLOWANCE: TAILORED FLOOR AND TASK LIGHTING
This Section Does Not Apply

N. ADDITIONAL LIGHTING ALLOWANCE: TAILORED ORNAMENTAL/SPECIAL EFFECTS
This Section Does Not Apply

O. ADDITIONAL LIGHTING ALLOWANCE: TAILORED VERY VALUABLE MERCHANDISE
This Section Does Not Apply

P. POWER ADJUSTMENT: LIGHTING CONTROL CREDIT (POWER ADJUSTMENT FACTOR (PAF))
This Section Does Not Apply

Q. RATED POWER REDUCTION COMPLIANCE FOR ALTERATIONS
This Section Does Not Apply

R. 80% LIGHTING POWER FOR ALTERATIONS - CONTROLS EXCEPTIONS
This Section Does Not Apply

S. DAYLIGHT DESIGN POWER ADJUSTMENT FACTOR (PAF)
This Section Does Not Apply

T. DECLARATION OF REQUIRED CERTIFICATES OF INSTALLATION

Table Instructions: Selections have been made based on information provided in previous tables of this document. If any selection needs to be changed, please explain why in Table E. Additional Remarks. These documents must be provided to the building inspector during construction and can be found online at https://ww2.energy.ca.gov/title24/2019standards/2019_compliance_documents/Nonresidential_Documents/NRCI/

STATE OF CALIFORNIA
Indoor Lighting
NRCC-LTI-E (Created 01/20) CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTI-E
Project Name: Meadowline Way Water Interconnect Building	Report Page: Page 5 of 6
Project Address: 6350 Meadowline Way, Banning, CA. 92220	Date Prepared: 02/22/21

YES	NO	Form/Title	Field Inspector: Pass	Fail
◉	○	NRCI-LTI-01-E - Must be submitted for all buildings	☐	☐
○	◉	NRCI-LTI-02-E - Must be submitted for a lighting control system, or for an Energy Management Control System (EMCS), to be recognized for compliance.	☐	☐
○	◉	NRCI-LTI-04-E - Must be submitted for two interlocked systems serving an auditorium, a convention center, a conference room, a multipurpose room, or a theater to be recognized for compliance.	☐	☐
○	◉	NRCI-LTI-05-E - Must be submitted for a Power Adjustment Factor (PAF) to be recognized for compliance.	☐	☐
○	◉	NRCI-LTI-06-E - Must be submitted for additional wattage installed in a video conferencing studio to be recognized for compliance.	☐	☐

U. DECLARATION OF REQUIRED CERTIFICATES OF ACCEPTANCE

Table Instructions: Selections have been made based on information provided in previous tables of this document. If any selection needs to be changed, please explain why in Table E. Additional Remarks. These documents must be provided to the building inspector during construction and any with "-A" in the form name must be completed through an Acceptance Test Technician Certification Provider (ATTCP). For more information visit: http://www.energy.ca.gov/title24/attcp/providers.html

YES	NO	Form/Title	Field Inspector: Pass	Fail
○	◉	NRCA-LTI-02-A - Must be submitted for occupancy sensors and automatic time switch controls.	☐	☐
○	◉	NRCA-LTI-03-A - Must be submitted for automatic daylight controls.	☐	☐
○	◉	NRCA-LTI-04-A - Must be submitted for demand responsive lighting controls.	☐	☐
○	◉	NRCA-LTI-05-A - Must be submitted for institutional tuning power adjustment factor (PAF).	☐	☐
○	◉	NRCA-ENV-03-F - Must be submitted for daylighting design power adjustment factors (PAF).	☐	☐

STATE OF CALIFORNIA
Indoor Lighting
NRCC-LTI-E (Created 01/20) CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTI-E
Project Name: Meadowline Way Water Interconnect Building	Report Page: Page 6 of 6
Project Address: 6350 Meadowline Way, Banning, CA. 92220	Date Prepared: 02/22/21

DOCUMENTATION AUTHOR'S DECLARATION STATEMENT

I certify that this Certificate of Compliance documentation is accurate and complete

Documentation Author Name:	CARLOS RAMIREZ	Documentation Author Signature:	Carlos Ramirez
Company:	STEVEN ANDREWS ENGINEERING	Signature Date:	2/22/21
Address:	26501 RANCHO PARKWAY SOUTH, STE. 204	CEA/ HERS Certification Identification (if applicable):	
City/State/Zip:	LAKE FOREST/CA/92630	Phone:	(949) 215-5050

RESPONSIBLE PERSON'S DECLARATION STATEMENT
I certify the following under penalty of perjury, under the laws of the State of California:
1. **The information provided on this Certificate of Compliance is true and correct.**
2. **I am eligible under Division 3 of the Business and Professions Code to accept responsibility for the building design or system design identified on this Certificate of Compliance (responsible designer)**
3. **The energy features and performance specifications, materials, components, and manufactured devices for the building design or system design identified on this Certificate of Compliance conform to the requirements of Title 24, Part 1 and Part 6 of the California Code of Regulations.**
4. **The building design features or system design features identified on this Certificate of Compliance are consistent with the information provided on other applicable compliance documents, worksheets, calculations, plans and specifications submitted to the enforcement agency for approval with this building permit application.**
5. **I will ensure that a completed signed copy of this Certificate of Compliance shall be made available with the building permit(s) issued for the building, and made available to the enforcement agency for all applicable inspections. I understand that a completed signed copy of this Certificate of Compliance is required to be included with the documentation the builder provides to the building owner at occupancy.**

Responsible Designer Name:	CARLOS RAMIREZ	Responsible Designer Signature:	Carlos Ramirez
Company :	STEVEN ANDREWS ENGINEERING	Date Signed:	2/22/21
Address:	26501 RANCHO PARKWAY SOUTH, STE. 204	License:	RCE 31259
City/State/Zip:	LAKE FOREST/CA/92630	Phone:	(949) 215-5050

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 or 1-800-422-4133

REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER
STEVEN R. ANDREWS — REGISTERED PROFESSIONAL ENGINEER — RCE 31259 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:
STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050

SCALE:
DATE: 11/30/2021
DRAWN BY: CR
DESIGNED BY: PH
CHECKED BY: SA

PREPARED FOR:
City of BANNING — BUSINESS OPPORTUNITY

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/23 — 1/4/22 DATE
SENIOR CIVIL ENGINEER
APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — 1/5/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

TITLE 24 LIGHTING COMPLIANCE FORMS

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 25 OF 27
MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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STATE OF CALIFORNIA
Outdoor Lighting
NRCC-LTO-E (Created 11/19) — CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTO-E
This document is used to demonstrate compliance with requirements in §110.9, §130.0, §130.2, §140.7, and §141.0(b)2I for outdoor lighting scopes using the prescriptive path.	
Project Name: Meadowline Way Water Interconnect Building	Report Page: Page 1 of 6
Project Address: 6350 Meadowline Way, Banning, CA. 92220	Date Prepared: 2/22/21

A. GENERAL INFORMATION

01	Project Location (city)	Banning	04	Total Illuminated Hardscape Area (ft²)	1,116.7
02	Climate Zone	15			
03	Outdoor Lighting Zone per Title 24, Part 1 §10-114 or as designated by Authority Having Jurisdiction (AHJ):				
☐ LZ-0: Very Low - Undeveloped Parkland	☑ LZ-2: Moderate - Rural Areas	☐ LZ-4: High - Must be reviewed by CA Energy Commission for Approval			
☐ LZ-1: Low - Developed Parkland	☐ LZ-3: Moderately High - Urban Areas				

B. PROJECT SCOPE

Table Instructions: Include any outdoor lighting systems that are within the scope of the permit application and are demonstrating compliance using the prescriptive path outlined in §140.7 or §141.0(b)2I for alterations.

My project consists of:

01	02
☑ New Lighting System	Must Comply with Allowances from §140.7.
☐ Altered Lighting System	Is your alteration increasing the connected lighting load (Watts)? ◯ Yes ◯ No

[1] *FOOTNOTES: % of Existing Luminaires Being Altered = (Sum Total of Luminaires Being Added or Altered / Existing Luminaires within the Scope of the Permit Application) x 100*

C. COMPLIANCE RESULTS

Table Instructions: If any cell on this table says "DOES NOT COMPLY" or "COMPLIES with Exceptional Conditions" refer to Table D. for guidance.

Calculation of Total Allowed Lighting Power (Watts) §140.7 or §141.0(b)2L										Compliance Results		
01		02		03		04		05	OR 06	= 07	≥ 08	09
General Hardscape Allowance §140.7(d)1 (See Table I)	+	Per Application §140.7(d)2 (See Table J)	+	Sales Frontage §140.7(d)2 (See Table K)	+	Ornamental §140.7(d)2 (See Table L)	+	Per Specific Area §140.7(d)2 (See Table M)	OR Existing Power §141.0(b)2L (See Table N)	= **Total Allowed** (Watts)	≥ **Total Actual** (Watts) (See Table F)	**07 Must be ≥ 08**
306.2841	+		+		+		+		OR	= 306.2841	≥ 156	**COMPLIES**
Cutoff Compliance (See Table G for Details)											**Not Applicable**	
Controls Compliance (See Table H for Details)											**COMPLIES with Exceptional Conditions**	

STATE OF CALIFORNIA
Outdoor Lighting
NRCC-LTO-E (Created 11/19) — CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTO-E
Project Name: Meadowline Way Water Interconnect Building	Report Page: Page 2 of 6
Project Address: 6350 Meadowline Way, Banning, CA. 92220	Date Prepared: 2/22/21

D. EXCEPTIONAL CONDITIONS

This table is auto-filled with uneditable comments because of selections made or data entered in tables throughout the form.

Table H. Outdoor Lighting Controls Permit Applicant Notes:
STATION YARD: Auto-Schedule: exempt because the outdoor lighting is installed in an industrial area.

E. ADDITIONAL REMARKS

This table includes remarks made by the permit applicant to the Authority Having Jurisdiction.

F. OUTDOOR LIGHTING FIXTURE SCHEDULE

Table Instructions: For new or altered lighting systems demonstrating compliance with §140.7 (ie Table I has expanded for input), include all luminaires being installed and any existing luminaires remaining or being moved within the spaces covered by the permit application in the Table below. For altered lighting systems using the Existing Power method per §141.0(b)2I, (ie Table N has expanded for input), include only new luminaires being installed and replacement luminaires being installed as part of the project scope (ie, do not include existing luminaires remaining or existing luminaires being moved).

Designed Wattage:

01	02		03	04	05	06	07	08	09	10	
Name or Item Tag	Complete Luminaire Description		Watts per luminaire[1,2]	How Wattage is determined	Total number luminaires[2]	Luminaire Status[3]	Excluded per §140.7(a)	Design Watts	Cutoff Req. ≥ 6,200 initial lumen output §130.2(b)[4]	Field Inspector Pass	Fail
B	LED WALL PACK	☐ Linear	39	Mfr. Spec[1]	4	New	☐	156	NA: <6,200 lumens	☐	☐
						Total Designed Watts:		**156**			

* NOTES: Selections with a * require a note in the space below explaining how compliance is achieved.
EX: Luminaire is lighting a statue; EXCEPTION 2 to §130.2(b).

[1] *FOOTNOTES: Authority Having Jurisdiction may ask for Luminaire cut sheets to confirm wattage used for compliance per §130.0(c)*
[2] *For linear luminaires, wattage should be indicated as W/lf instead of Watts/luminaire. Total linear feet for the luminaire should be indicated in column 05 instead of number of luminaires.*
[3] *Select "New" for new luminaires in a new outdoor lighting project or for added luminaires in an alteration. Select "Altered" for replacement luminaires in an alteration. Select "Existing to Remain" for existing luminaires within the project scope that are not being altered and are remaining. Select "Existing Reinstalled" for existing luminaires which are being removed and reinstalled as part of the project scope*
[4] *Compliance with mandatory cutoff requirements is required for luminaires with initial lumen output ≥ 6,200 unless exempted by §130.2(b).*

STATE OF CALIFORNIA
Outdoor Lighting
NRCC-LTO-E (Created 11/19) — CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTO-E
Project Name: Meadowline Way Water Interconnect Building	Report Page: Page 3 of 6
Project Address: 6350 Meadowline Way, Banning, CA. 92220	Date Prepared: 2/22/21

G. CUTOFF REQUIREMENTS (BUG)

This Section Does Not Apply

H. OUTDOOR LIGHTING CONTROLS

Table Instructions: Complete this table demonstrating compliance with controls requirements for all new or altered luminaires installed as part of the permit application. For alteration projects, luminaires which are existing to remain (ie untouched) and luminaires which are removed and reinstalled (wiring only) do not need to be included in this table even if they are within the spaces covered by the permit application.
*When an option having a * is selected, the notes section of this table must be completed. The lighting controls section of the Compliance Summary Table on the first page will show "DOES NOT COMPLY" if the notes are left blank. For each requirement in columns 02 through 04, do not leave the field blank, instead select NA or Exempt* from the dropdown list to indicate not applicable or an exemption.*

Mandatory Controls

01	02	03	04	05	
Area Description	Shut-Off §130.2(c)1	Auto-Schedule §130.2(c)2	Motion Sensor §130.2(c)3	Field Inspector Pass	Fail
STATION YARD	Photocontrol	Exempt *	NA: Wall ≤ 24ft	☐	☐

*NOTES: Controls with a * require a note in the space below explaining how compliance is achieved.
EX: Not permitted by health & safety to be turned off; EXCEPTION 1 to §130.2(c).

STATION YARD — Auto-Schedule: exempt because the outdoor lighting is installed in an industrial area.

I. LIGHTING POWER ALLOWANCE (per §140.7)

Table Instructions: Please complete this table for areas using the allowance calculations per §140.7. General Hardscape Allowance is per Table 140.7-A while "Use it or lost it" Allowances are per Table 140.7-B. Indicate which allowances are being used to expand sections for user input. Luminaires that qualify for one of the "Use it or lose it" allowances shall not qualify for another "Use it or lose it" allowance.

01					
	"Use it or lose it" Allowances (select all that apply)				
☑ General Hardscape Allowance	☐ Per Application	☐ Sales Frontage	☐ Ornamental	☐ Per Specific Area	
Table I (below)	Table J	Table K	Table L	Table M	

Calculated General Hardscape Lighting Power Allowance per Table 140.7-A (LZ 2 & 3)

02	03	04	05	06	07	08	09	10
Area Description	Surface Type	Area Wattage Allowance (AWA)			Linear Wattage Allowance (LWA)			Total General AWA + LWA (Watts)
		Illuminated Area (ft²)	Allowed Density (W/ft²)	Area Allowance (Watts)	Perimeter Length (lf)	Allowed Density (W/lf)	Linear Allowance (Watts)	

Table Continued

STATE OF CALIFORNIA
Outdoor Lighting
NRCC-LTO-E (Created 11/19) — CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTO-E
Project Name: Meadowline Way Water Interconnect Building	Report Page: Page 4 of 6
Project Address: 6350 Meadowline Way, Banning, CA. 92220	Date Prepared: 2/22/21

STATION YARD	Asphalt	1,116.7	0.023	25.6841	180	0.17	30.6	56.2841
							Initial Wattage Allowance for Entire Site (Watts):	**250**
							Total General Hardscape Allowance (Watts):	**306.2841**

J. LIGHTING ALLOWANCE: PER APPLICATION

This Section Does Not Apply

K. LIGHTING ALLOWANCE: SALES FRONTAGE

This Section Does Not Apply

L. LIGHTING ALLOWANCE: ORNAMENTAL

This Section Does Not Apply

M. LIGHTING ALLOWANCE: PER SPECIFIC AREA

This Section Does Not Apply

N. EXISTING CONDITIONS POWER ALLOWANCE (alterations only)

This Section Does Not Apply

O. DECLARATION OF REQUIRED CERTIFICATES OF INSTALLATION

Table Instructions: Selections have been made based on information provided in previous tables of this document. If any selection needs to be changed, please explain why in Table E. Additional Remarks. These documents must be provided to the building inspector during construction and can be found online at https://www.energy.ca.gov/title24/2019standards/2019_compliance_documents/Nonresidential_Documents/NRCI/

YES	NO	Form/Title	Field Inspector Pass	Fail
◉	◯	NRCI-LTO-01-E - Must be submitted for all buildings.	☐	☐
◉	◯	NRCI-LTO-02-E - Must be submitted for a lighting control system; or for an Energy Management Control System (EMCS), to be recognized for compliance.	☐	☐

STATE OF CALIFORNIA
Outdoor Lighting
NRCC-LTO-E (Created 11/19) — CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTO-E
Project Name: Meadowline Way Water Interconnect Building	Report Page: Page 5 of 6
Project Address: 6350 Meadowline Way, Banning, CA. 92220	Date Prepared: 2/22/21

P. DECLARATION OF REQUIRED CERTIFICATES OF ACCEPTANCE

Table Instructions: Selections have been made based on information provided in previous tables of this document. If any selection needs to be changed, please explain why in Table E. Additional Remarks. These documents must be provided to the building inspector during construction and must be completed through an Acceptance Test Technician Certification Provider (ATTCP). For more information visit: http://www.energy.ca.gov/title24/attcp/providers.html

YES	NO	Form/Title	Field Inspector Pass	Fail
◉	◯	NRCA-LTO-02-A - Must be submitted for all outdoor lighting controls except for alterations where controls area added to ≤ 20 luminaires.	☐	☐

STATE OF CALIFORNIA
Outdoor Lighting
NRCC-LTO-E (Created 11/19) — CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTO-E
Project Name: Meadowline Way Water Interconnect Building	Report Page: Page 6 of 6
Project Address: 6350 Meadowline Way, Banning, CA. 92220	Date Prepared: 2/22/21

DOCUMENTATION AUTHOR'S DECLARATION STATEMENT

I certify that this Certificate of Compliance documentation is accurate and complete

Documentation Author Name:	CARLOS RAMIREZ	Documentation Author Signature:	Carlos Ramirez
Company:	STEVEN ANDREWS ENGINEERING	Signature Date:	2/22/21
Address:	26501 RANCHO PARKWAY SOUTH, STE. 204	CEA/ HERS Certification Identification (if applicable):	
City/State/Zip:	LAKE FOREST/CA/92630	Phone:	(949) 215-5050

RESPONSIBLE PERSON'S DECLARATION STATEMENT
I certify the following under penalty of perjury, under the laws of the State of California:
1. The information provided on this Certificate of Compliance is true and correct.
2. I am eligible under Division 3 of the Business and Professions Code to accept responsibility for the building design or system design identified on this Certificate of Compliance (responsible designer)
3. The energy features and performance specifications, materials, components, and manufactured devices for the building design or system design identified on this Certificate of Compliance conform to the requirements of Title 24, Part 1 and Part 6 of the California Code of Regulations.
4. The building design features or system design features identified on this Certificate of Compliance are consistent with the information provided on other applicable compliance documents, worksheets, calculations, plans and specifications submitted to the enforcement agency for approval with this building permit application.
5. I will ensure that a completed signed copy of this Certificate of Compliance shall be made available with the building permit(s) issued for the building, and made available to the enforcement agency for all applicable inspections. I understand that a completed signed copy of this Certificate of Compliance is required to be included with the documentation the builder provides to the building owner at occupancy.

Responsible Designer Name:	CARLOS RAMIREZ	Responsible Designer Signature:	Carlos Ramirez
Company :	STEVEN ANDREWS ENGINEERING	Date Signed:	2/22/21
Address:	26501 RANCHO PARKWAY SOUTH, STE. 204	License:	RCE 31259
City/State/Zip:	LAKE FOREST/CA/92630	Phone:	(949) 215-5050

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 or 1-800-422-4133

REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER: REGISTERED PROFESSIONAL ENGINEER — STEVEN R. ANDREWS — RCE 31259 — CIVIL — STATE OF CALIFORNIA

PLANS PREPARED BY:
STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050
SA ENGINEERING

SCALE:	
DATE:	11/30/2021
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR: City of Banning — Community Reinvestment — Business Opportunity

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 — EXP. 9/30/23 — 11/4/22 DATE
SENIOR CIVIL ENGINEER
APPROVED BY:
ARTURO VELA, RCE #75696 — EXP. 6/30/22 — 11/5/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

TITLE 24 LIGHTING COMPLIANCE FORMS

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 26 OF 27
MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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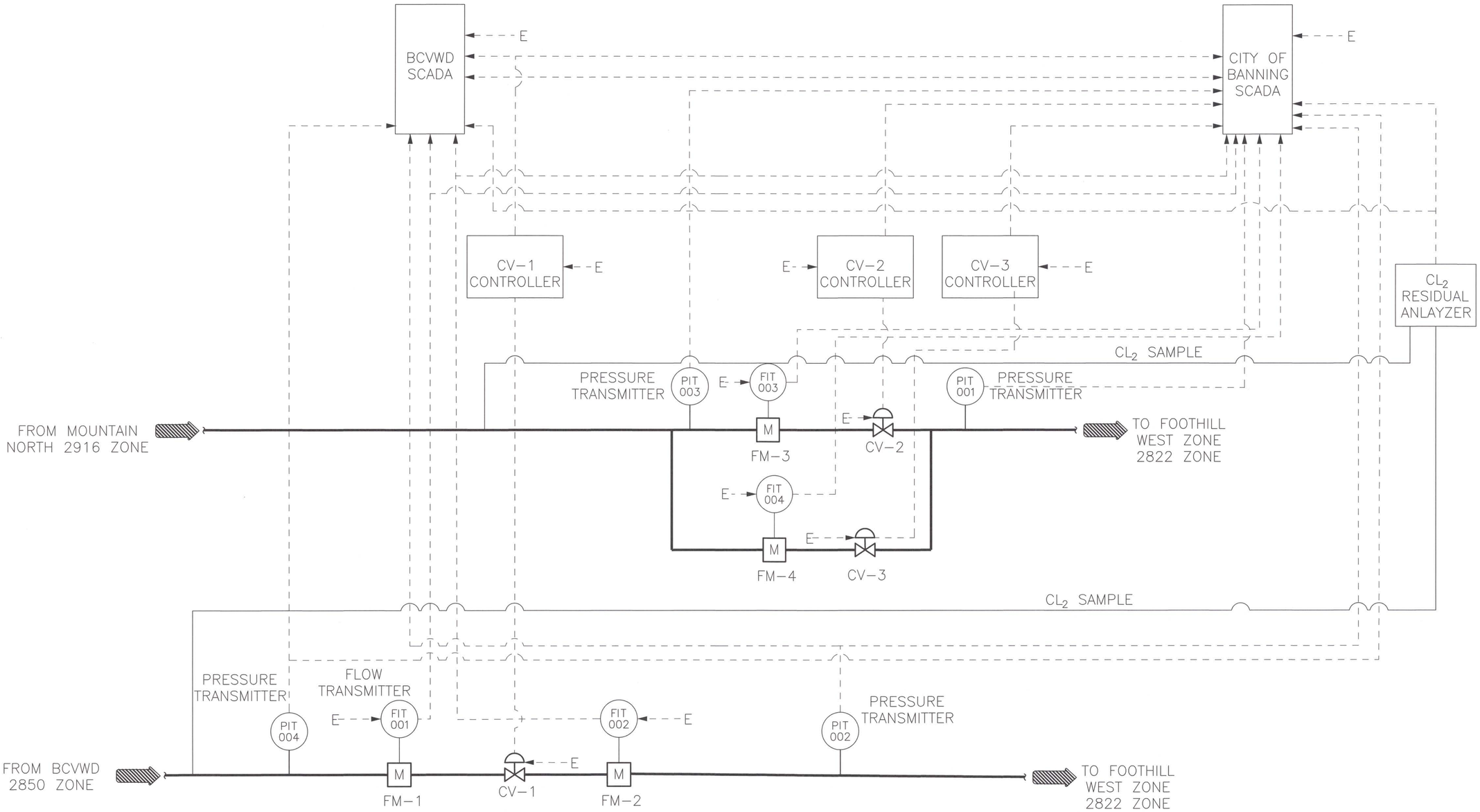

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 or 1-800-422-4133

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California
Reviewed and Approved for BCVWD Facilities only.
Approved By: _____ Date: 1/19/22
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

REVISIONS			
MARK		APPR	DATE

SEAL – ENGINEER

PLANS PREPARED BY:
STEVEN ANDREWS ENGINEERING
26501 RANCHO PARKWAY SOUTH, SUITE 204
LAKE FOREST, CA 92630
(949) 215-5050

SCALE:	
DATE:	11/30/21
DRAWN BY:	CR
DESIGNED BY:	PH
CHECKED BY:	SA

PREPARED FOR:

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/23 — 1/4/22 DATE
SENIOR CIVIL ENGINEER
APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — 1/6/22 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

CITY OF BANNING
MEADOWLINE WAY WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

PROCESS AND INSTRUMENTATION DIAGRAM

BCVWD PZ 2800 (NP)
BCVWD PZ 2850 (P)
BANNING FW. PZ 2822 (NP and P)
BANNING MNT. PZ 2916 (P)

SHEET 27 OF 27
MAP FILE NO.

MEADOWLINE WATER INTERCONNECT BUILDING IMPROVEMENT PLANS

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Plot Date: 11/29/2021 1:41 PM By: cramirez

IN THE CITY OF BANNING, STATE OF CALIFORNIA

TRACT NO. 37298-1
ATWELL
MEADOWLINE WAY
WATER INTERCONNECT FACILITY
PAVING, GRADING & DRAINAGE PLAN

CITY OF BANNING GRADING NOTES:

1. ALL GRADING AND RELATED ACTIVITIES SHALL CONFORM TO THE GRADING, EROSION & SEDIMENT CONTROL ORDINANCE NO. 1388, AND IF APPLICABLE, TO THE STATE WATER RESOURCES CONTROL BOARD NPDES GENERAL PERMIT FOR CONSTRUCTION ACTIVITIES.
2. BUILDING PAD AND DRAINAGE SWALE SLOPES SHALL BE A MINIMUM OF 1%. DRAINAGE SWALES SHALL BE A MINIMUM OF 0.2' DEEP AND BE CONSTRUCTED A MINIMUM OF 2' AWAY FROM THE TOP OF GRADED SLOPES. FINISH GRADE SHALL SLOPE AWAY FROM ALL EXTERIOR WALLS AT NOT LESS THAN ¼" PER FOOT FOR A MINIMUM OF 3 FEET.
3. MAXIMUM CUT AND FILL SLOPES SHALL BE 2:1.
4. PROVIDE, AS APPLICABLE, CONCRETE BROW DITCHES DESIGNED TO CONVEY 100-YEAR STORM FLOWS, OR PROVIDE GRADED BERMS, ALONG THE TOP OF ALL GRADED SLOPES OVER 3' IN VERTICAL HEIGHT OR THAT ARE ADJACENT TO GRADED AREAS TO DIRECT SURFACE RUNOFF AWAY FROM THE TOP OF SLOPES.
5. ALL GRADING SHALL BE DONE UNDER THE SUPERVISION OF A REGISTERED CIVIL ENGINEER, SOIL ENGINEER, OR ENGINEERING GEOLOGIST WHO SHALL CERTIFY THAT ALL FILLS HAVE BEEN PROPERLY PLACED AND WHO SHALL SUBMIT A FINAL COMPACTION REPORT FOR ALL FILLS OVER 1' DEEP.
6. A REGISTERED CIVIL ENGINEER SHALL SUBMIT TO THE CITY OF BANNING'S PUBLIC WORKS DEPARTMENT A WRITTEN CERTIFICATION OF COMPLETION OF ROUGH GRADING IN ACCORDANCE WITH THE APPROVED GRADING PLAN PRIOR TO ISSUANCE OF THE BUILDING PERMIT. CERTIFICATION SHALL BE TO LINE, GRADE, ELEVATION, AND LOCATION OF CUT/FILL SLOPES.
7. FINAL COMPACTION REPORT WILL BE REQUIRED FOR ALL FILLS GREATER THAN ONE FOOT.
8. ALL GRADING SHALL BE DONE IN CONFORMANCE WITH RECOMMENDATIONS OF THE PRELIMINARY SOILS INVESTIGATION BY GEOCON WEST, INC. DATED AUGUST 28, 2020. TWO SETS OF THE FINAL COMPACTION REPORT SHALL BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT WHICH SHALL INCLUDE FOUNDATION DESIGN RECOMMENDATIONS AND CERTIFICATION THAT GRADING HAS BEEN DONE IN CONFORMANCE WITH THE RECOMMENDATIONS OF THE PRELIMINARY SOILS REPORT.
9. THE CONTRACTOR SHALL NOTIFY THE PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS IN ADVANCE REQUESTING FINISH LOT GRADE AND DRAINAGE INSPECTION. THIS INSPECTION MUST BE APPROVED PRIOR TO BUILDING PERMIT CLEARANCE FOR EACH LOT. PUBLIC WORKS DEPARTMENT PHONE: (951) 922-3130.
10. CUT AND FILL SLOPES SHALL BE PROTECTED WITH A COMBINATION OF EROSION AND SEDIMENT CONTROLS TO PROTECT THE SLOPE FROM EROSION AND INSTABILITY DURING THE GRADING PHASE.
11. POST-GRADING ACTIVITIES SHALL INCLUDE, BUT NOT BE LIMITED TO, INSTALLING, WHERE APPLICABLE, GROUNDCOVER, TREES, SHRUBS, OR A COMBINATION THEREOF IN ACCORDANCE WITH CITY CODES PRIOR TO THE APPROVAL OF FINAL INSPECTION. SLOPES OVER 4' IN VERTICAL HEIGHT SHALL HAVE PERMANENT IRRIGATION SYSTEMS WITH BACKFLOW PREVENTION DEVICES PER THE U.P.C.
12. FILL MATERIAL SHALL NOT BE PLACED ON EXISTING GROUND UNTIL THE GROUND HAS BEEN CLEARED OF WEEDS, DEBRIS, TOPSOIL AND OTHER DELETERIOUS MATERIAL. IF STEEP SLOPING TERRAIN OCCURS UPON WHICH FILL IS TO BE PLACED, THE TERRAIN MUST BE CLEARED, KEYED, AND BENCHED INTO FIRM NATURAL SOIL FOR FULL SUPPORT. A REGISTERED CIVIL ENGINEER, SOIL ENGINEER, OR ENGINEERING GEOLOGIST SHALL APPROVE PLACEMENT OF FILL.
13. TEMPORARY DRAINAGE SHALL BE PROVIDED UNTIL PERMANENT DRAINAGE STRUCTURES ARE INSTALLED. PROTECTIVE MEASURES SHALL BE IMPLEMENTED TO PROTECT ADJOINING AND DOWNSTREAM PROPERTIES FROM SILT DEPOSITION AND PONDING WATER DURING GRADING OPERATIONS.
14. DUST SHALL BE CONTROLLED BY METHODS APPROVED BY THE CITY ENGINEER.
15. STABILITY CALCULATIONS WITH A FACTOR-OF-SAFETY OF AT LEAST ONE AND FIVE-TENTHS (1.5) SHALL BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT BY A REGISTERED CIVIL ENGINEER, SOIL ENGINEER, OR ENGINEERING GEOLOGIST FOR CUT AND FILL SLOPES OVER 30' IN VERTICAL HEIGHT.
16. A REGISTERED CIVIL ENGINEER OR LICENSED LAND SURVEYOR SHALL SUBMIT CERTIFICATION OF BUILDING PAD ELEVATIONS. WHERE SPECIFIC ELEVATIONS ARE REQUIRED, THE ELEVATION (WITH RESPECT TO MEAN SEA LEVEL) SHALL BE GIVEN. IF AN ELEVATION WITH RESPECT TO ADJACENT GROUND SURFACE IS REQUIRED, THE ACTUAL DISTANCE ABOVE THE ADJACENT GROUND SHALL BE GIVEN.
17. EROSION AND SEDIMENT CONTROL: THE PERMITTEE SHALL ABIDE BY THE REQUIREMENTS OUTLINED IN THE CITY OF BANNING GRADING, EROSION & SEDIMENT CONTROL ORDINANCE NO. 1388 THROUGHOUT THE DURATION OF THE PROJECT, INCLUDING ADHERENCE TO THE STATE NPDES PERMIT FOR CONSTRUCTION ACTIVITIES, IF APPLICABLE.
18. EXISTING DRAINAGE COURSES SHALL CONTINUE TO FUNCTION DURING THE RAINY SEASON. NO OBSTRUCTION OF FLOODPLAINS OR NATURAL WATER COURSES SHALL BE PERMITTED.
19. ALL PROPERTY CORNERS SHALL BE CLEARLY DELINEATED IN THE FIELD PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION/GRADING.
20. THE PERMITTEE MUST OBTAIN AN ENCROACHMENT PERMIT PRIOR TO ANY WORK WITH A PUBLIC RIGHT-OF-WAY.
21. APPROVAL OF THESE PLANS BY THE CITY OR ITS AGENTS DOES NOT RELIEVE THE APPLICANT AND HIS ENGINEER FROM THE RESPONSIBILITY FOR THE CORRECTION OF ERRORS AND OMISSIONS DISCOVERED DURING CONSTRUCTION. UPON REQUEST, THE APPROPRIATE PLAN REVISIONS SHALL BE PROMPTLY SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL.
22. THE ISSUANCE OF THIS PERMIT BY THE CITY OF BANNING DOES NOT IMPLY OR PROVIDE ANY CLEARANCES FROM STATE OR FEDERAL AGENCIES REGULATING THE PROVISIONS OF STATE OR FEDERAL ENDANGERED SPECIES ACTS OR WATER QUALITY REGULATIONS. THE CONTRACTOR/OWNER/DEVELOPER IS RESPONSIBLE FOR OBTAINING THE APPROPRIATE CLEARANCES FROM THESE AGENCIES PRIOR TO ANY SITE DISTURBANCES OR GRADING.
23. CONSTRUCTION CONTRACTOR TO ADHERE TO SOUTH COAST AQMD RULE 403 FOR IMPLEMENTATION OF FUGITIVE DUST CONTROL MEASURES IN COORDINATION WITH LATEST "RULE 403 FUGITIVE DUST IMPLEMENTATION HANDBOOK."

WATER GENERAL NOTES:

SEE SHEET 2.

LEGAL DESCRIPTION

A PORTION OF LOT 1 OF TRACT MAP NO. 37298-1, FILED IN BOOK 471 OF MAPS, PAGES 48 THROUGH 58, INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, CALIFORNIA.

ASSESSORS PARCEL NUMBER

PORTION OF 408-120-056

SOIL'S ENGINEER CERTIFICATE

THE UNDERSIGNED SOIL'S ENGINEER CERTIFIES THAT HE HAS RECEIVED THIS GRADING PLAN AND FOUND IT TO BE IN SUBSTANTIAL COMPLIANCE WITH THE RECOMMENDATIONS CONTAINED IN THE GEOTECHNICAL REPORT BY GEOCON WEST, INC. PROJECT NUMBER T2305-22-11G DATED AUGUST 28, 2020 .

GEOCON WEST INC.
41571 CORNING PLACE, SUITE 101
MURRIETA, CA 92562-7065
(951) 304-2392

LISA A. BATTIATO, C.E.G. 2316 — DATE 4/16/21
REGISTRATION EXPIRES: 6/30/22

PROFESSIONAL GEOLOGIST — LISA A. BATTIATO — NO. 2316 — CERTIFIED ENGINEERING GEOLOGIST — STATE OF CALIFORNIA

GRADING EARTHWORK QUANTITIES:

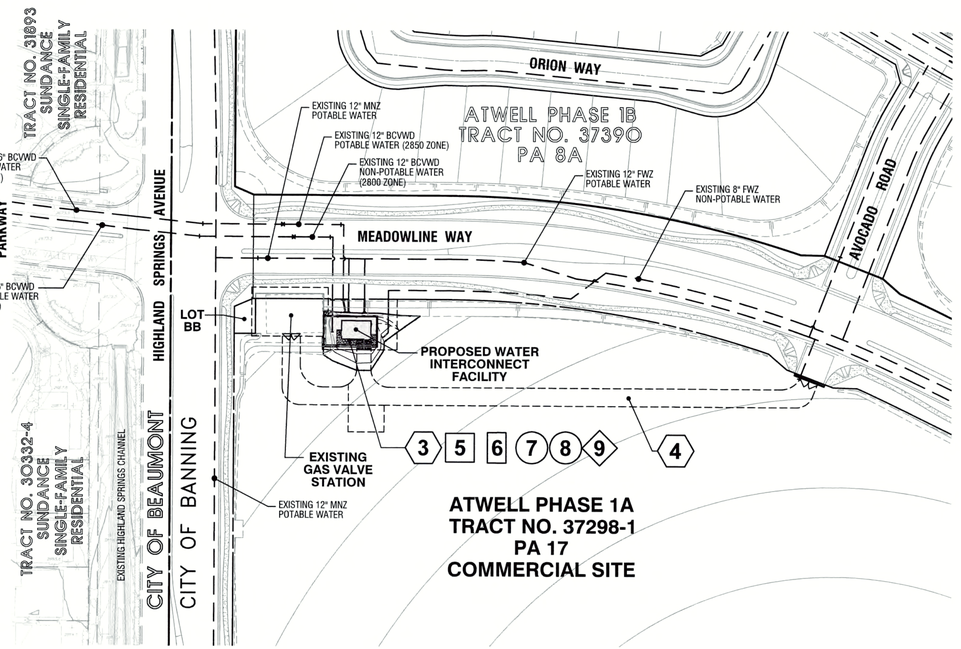
	CUT	FILL
MASS EXCAVATION	430 CY.	148 CY.
EXPORT: 282 CY. (EXPORT TO PHASE 1B EARTHWORK BALANCE AREA)		

NOTE:

ABOVE QUANTITIES ARE ENGINEERS ESTIMATE ONLY.
CONTRACTOR TO VERIFY QUANTITIES FOR BID SUBMITTAL.

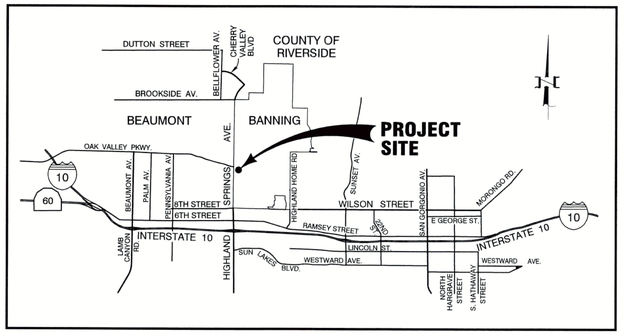
TOTAL DISTURBED AREA:

TOTAL SITE DISTURBED AREA IN SQUARE FEET: 18,336 SF



SHEET INDEX MAP

SCALE: 1" = 80'

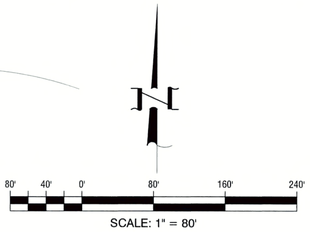


VICINITY MAP

NOT TO SCALE

LEGEND

- TRACT BOUNDARY LINE
- EXISTING PROPERTY LINE
- W — PROPOSED POTABLE WATER LINE
- NPW — PROPOSED NON-POTABLE WATER LINE
- W x — EXISTING POTABLE WATER LINE
- NPW x — EXISTING NON-POTABLE WATER LINE
- NG x — EXISTING GAS LINE
- E — PROPOSED ELECTRIC LINE
- DR — PROPOSED DRAIN LINE
- 1.00% PROPOSED GRADE
- FLOWLINE
- TUBULAR STEEL FENCE
- DAYLIGHT LINE
- COMBINATION MASONRY BLOCK WALL / TUBULAR STEEL FENCE
- COMBINATION RETAINING WALL / TUBULAR STEEL FENCE (BY OTHERS)
- EXTRA DEPTH BUILDING FOOTING
- 2605.50 FG — PROPOSED SPOT ELEVATION
- (2605.50) — EXISTING ELEVATION
- 1 — CONSTRUCTION NOTE
- 1 — DEPOSITION NOTE
- 3.4 — HEIGHT OF WALL
- 3 — PAVING, GRADING & DRAINAGE PLAN
- 5 — DRAIN IMPROVEMENT PLAN
- WALL IMPROVEMENT PLAN
- 7 — WATER IMPROVEMENT PLAN
- 9 — EROSION & SEDIMENT CONTROL PLAN
- PROPOSED CONCRETE SIDEWALK / DRIVEWAY
- AGGREGATE ACCESS ROAD



ABBREVIATIONS

CJ	CONCRETE CONTROL JOINT	EX.	EXISTING
MNZ	MOUNTAIN NORTH ZONE	MIN	MINIMUM
FWZ	FOOTHILL WEST ZONE	MAX	MAXIMUM
FG	FINISH GRADE	PL	PROPERTY LINE
FL	FLOWLINE	TC	TOP OF CURB
FS	FINISH SURFACE	TF	TOP OF FOOTING
GB	GRADE BREAK	TG	TOP OF GRATE
HP	HIGH POINT	TW	TOP OF WALL
INV	INVERT	TRW	TOP OF RETAINING WALL
FF	FINISH FLOOR	TP	TOP OF PILASTER
PAD	PAD FLOOR	BO	BLOW OFF
PUE	PUBLIC UTILITY EASEMENT		

UTILITIES:

WATER
CITY OF BANNING
99 EAST RAMSEY STREET
BANNING, CA. 92220
(951) 922-3281

SEWER
CITY OF BANNING
99 EAST RAMSEY STREET
BANNING, CA. 92220
(951) 922-3281

STORM DRAIN
CITY OF BANNING
99 EAST RAMSEY STREET
BANNING, CA. 92220
(951) 922-3130

TRASH
CITY OF BANNING
c/o WASTE MANAGEMENT
99 EAST RAMSEY STREET
BANNING, CA. 92220
(951) 922-3130

ELECTRIC
CITY OF BANNING
176 EAST LINCOLN STREET
BANNING, CA. 92220
(951) 922-3260

GAS
SOUTHERN CALIFORNIA GAS COMPANY
1981 WEST LUGONIA AVENUE
REDLANDS, CA. 92374
(909) 792-2187

TELEPHONE
FRONTIER COMMUNICATIONS
280 SOUTH LOCUST STREET
POMONA, CA. 91766
(909) 397-0042

CABLE
SPECTRUM CABLE
7337 CENTRAL AVENUE
RIVERSIDE, CA 92504
(951) 329-9487

ENGINEER'S NOTES:

CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OF STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A DILIGENT SEARCH OF AVAILABLE RECORDS, THE CONTRACTOR IS REQUIRED TO TAKE ALL PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN AND ANY OTHER LINES OR STRUCTURES NOT SHOWN ON THESE PLANS AND IS RESPONSIBLE FOR THE PROTECTION OF OR ANY DAMAGE TO THESE LINES OR STRUCTURES. THE CONTRACTOR SHALL CALL UNDERGROUND SERVICE ALERT (USA) AT 1-800-227-2600 AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION IN ORDER TO DETERMINE ACTUAL FIELD LOCATION OF EXISTING UTILITIES.

SITE ADDRESS

6350 MEADOWLINE WAY
BANNING, CA 92220

BENCHMARK

ELEVATIONS SHOWN HEREON ARE BASED ON BENCHMARK MWD 401 1992 - A 3 ½" STANDARD ALUMINUM MWD DISK, FLUSH, IN BANNING, 0.6 MILES SOUTH ALONG HIGHLAND SPRINGS AVENUE FROM THE INTERSECTION OF HIGHLAND SPRINGS AVENUE AND THE SOUTHERN PACIFIC RAILROAD BRIDGE, 17.5 FEET EAST OF THE CENTERLINE OF HIGHLAND SPRINGS AVENUE AT THE NORTHWEST CORNER OF CATCH BASIN AT THE TOP OF CURB, 0.5 FEET EAST OF FACE OF CURB.
ELEVATION = 772.395m = 2534.10 ft (NAVD 88).

CONVERSION TO NGVD 29 CAN BE ACCOMPLISHED BY SUBTRACTING 2.66 ft FROM ALL ELEVATIONS PER VERTCON CALCULATION AT THE BENCHMARK. ELEVATION = 2531.44 ft (NGVD 29).

BASIS OF BEARINGS

THE BEARINGS FOR THIS SURVEY ARE BASED ON THE LINE BETWEEN STATIONS "TRAK" AND "MATH" (PORTIONS PER NATIONAL GEODETIC SURVEY, NAD 83, EPOCH 1995.5), AS SHOWN ON THE MAP FILED IN BOOK 102, PAGES 50 THROUGH 65 OF RECORDS OF SURVEY IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, CALIFORNIA, BEING NORTH 52° 49' 02.84" EAST.

OWNER / APPLICANT / DEVELOPER

TRI POINTE HOMES
1250 CORONA POINTE COURT, SUITE 600
CORONA, CA 92879
PH: (951) 428-4400
CONTACT: MICHAEL HEISHMAN
24-HOUR CONTACT: JERRY DOLBEE (951) 534-6734

SHEET INDEX

SHEET	1	TITLE SHEET / SHEET INDEX
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SHEET	7-8	WATER IMPROVEMENT PLAN
SHEET	9	EROSION & SEDIMENT CONTROL PLAN
SHEET	10-11	MASONRY WALL DETAILS

REGISTERED PROFESSIONAL ENGINEER — JOHN M. BRUDIN — 041836 — CIVIL — STATE OF CALIFORNIA

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California
Approved By: _____ Date: 5/10/21
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

RECOMMENDED FOR ACCEPTANCE BY:
JOHN M. BRUDIN, RCE 41836 — 4/29/21
ENGINEERING RESOURCES OF SOUTHERN CALIFORNIA, INC.

SEE CONSTRUCTION NOTES & QUANTITIES ON SHEET 2

Call before you Dig
Avoid cutting underground utility lines. It's easy.
Call 811 or 1-800-422-4133

REVISIONS

MARK		APPR	DATE

PLANS PREPARED BY:
MDS CONSULTING — MORSE SCHULTZ
17320 Redhill Avenue
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SUBMITTED BY:
EDWARD J. LENTH — 4/15/2021 DATE
RCE# 052496 EXP. 12-31-22

REGISTERED PROFESSIONAL ENGINEER — EDWARD J. LENTH — No. 052496 — Exp. 12-31-22 — CIVIL — STATE OF CALIFORNIA

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21 — 5/3/2021 DATE
SENIOR CIVIL ENGINEER

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — 5/6/21 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

PAVING, GRADING & DRAINAGE PLAN
TRACT NO. 37298-1
MEADOWLINE WAY WATER INTERCONNECT FACILITY
TITLE SHEET/SHEET INDEX

W.O. No.
CIP No.
PROJECT No.
SHEET 1 OF 11

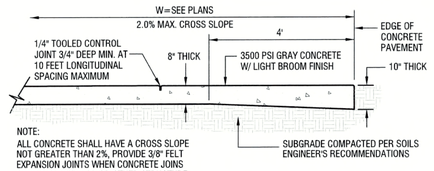
PAVING, GRADING & DRAINAGE PLAN, MEADOWLINE WAY WATER INTERCONNECT FACILITY

MDS Proj. Data: I:\89436\ENGINEERING\Plans\PGrade Created: 04.09.2021 02:53:34 PM Author:---- Last Edit: 04.09.2021 02:53:34 PM By: Station105
MDS File: 89436-WAT-INT-MEADOWLINE_PG-SHT01 (Title).e Plot Scale: 0.369863 Dwg Scale: ---- Plot Date: 04.15.2021 8:37:26 AM By: station105

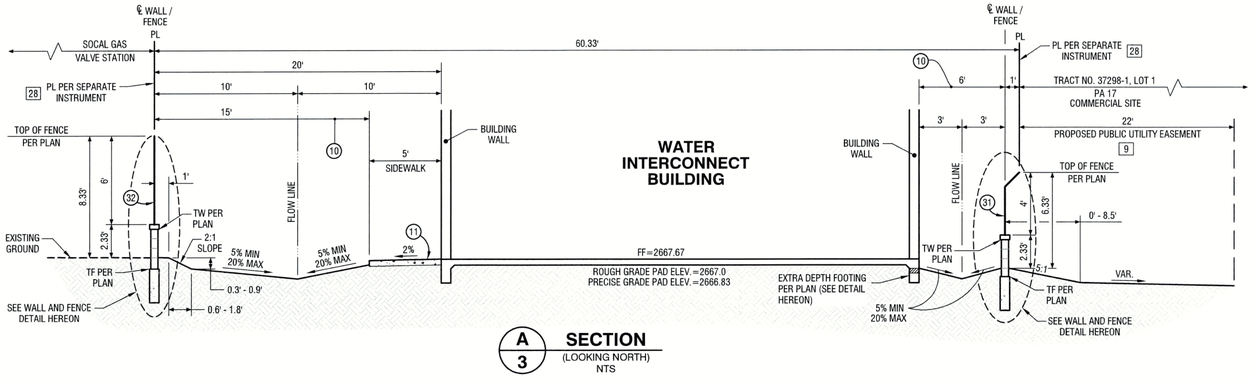
CITY OF BANNING WATER GENERAL NOTES:

1. WATERLINE INSTALLATION SHALL BE IN ACCORDANCE WITH THE CITY OF BANNING WATER DEPARTMENT STANDARD DRAWINGS AND SPECIFICATIONS.
2. ALL MATERIALS, TESTING, AND INSPECTION OF PIPE SHALL BE IN CONFORMITY WITH THE REQUIREMENTS OF THE CITY OF BANNING WATER DEPARTMENT AND THE AMERICAN WATER WORKS ASSOCIATION (AWWA) STANDARDS.
3. ALL SERVICE CONNECTIONS SHALL BE 1" SERVICES AND 3/4" METERS UNLESS OTHERWISE NOTED, AND SHALL BE LOCATED AS SHOWN ON THE PLANS, ADJUSTED AS NECESSARY TO MISS DRIVEWAYS. SERVICES WILL BE 1" COPPER PIPE TYPE "K."
4. WATER SYSTEM WILL BE INSTALLED BY DEVELOPER AND DEEDED TO THE CITY OF BANNING AFTER ACCEPTANCE BY THE CITY COUNCIL.
5. THERE SHALL BE A MINIMUM OF 36" COVER FOR PIPES 12"Ø AND BELOW AND 42" COVER FOR PIPES 12"Ø AND ABOVE.
6. ALL WATER PIPE SHALL BE DUCTILE IRON PIPE (CLASS 350) WITH V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31
7. PRIOR TO CONSTRUCTION OF PIPELINE, CONTRACTOR SHALL EXPOSE EXISTING WATERLINES AND VERIFY ITS LOCATION.
8. ALL VALVES SHALL BE TURNED ON OR OFF BY CITY OF BANNING WATER DEPARTMENT EMPLOYEES ONLY.
9. CONNECTIONS TO MAINS WILL BE MADE BY DEVELOPER AND UNDER THE CITY OF BANNING WATER DEPARTMENT SUPERVISION.
10. ALL CONNECTIONS TO EXISTING WATER MAINS WILL BE HOT TAP.
11. FIRE HYDRANTS SHALL BE JAMES-JONES J-3700 6" x 4" x 2½" (OR EQUAL), THE BODY SHALL BE BRONZE, IF FLANGED HYDRANT IS USED IT WILL BE A 6-HOLE FLANGE.
12. ALL FIRE HYDRANTS SHALL HAVE GATE VALVE SHUTOFF LOCATIONS 1' OFF OF THE WATER MAIN AND MINIMUM OF 5' BETWEEN HYDRANT AND SHUTOFF VALVE.
13. ALL USES OF WATER DURING CONSTRUCTION WILL REQUIRE AN APPROVED BACK FLOW DEVICE
14. ALL WATER MAINS WILL BE INSTALLED IN THE STREET.
15. MAIN SIZE MINIMUM SHALL BE 8".
16. FIRE HYDRANTS SHALL BE MARKED BY FIRE HYDRANT SPOTTER ON PAVEMENT PER CITY STANDARDS.
17. LANDSCAPE METER LOCATIONS TO BE VERIFIED BY DEVELOPER AND ENGINEER PRIOR TO CONSTRUCTION.

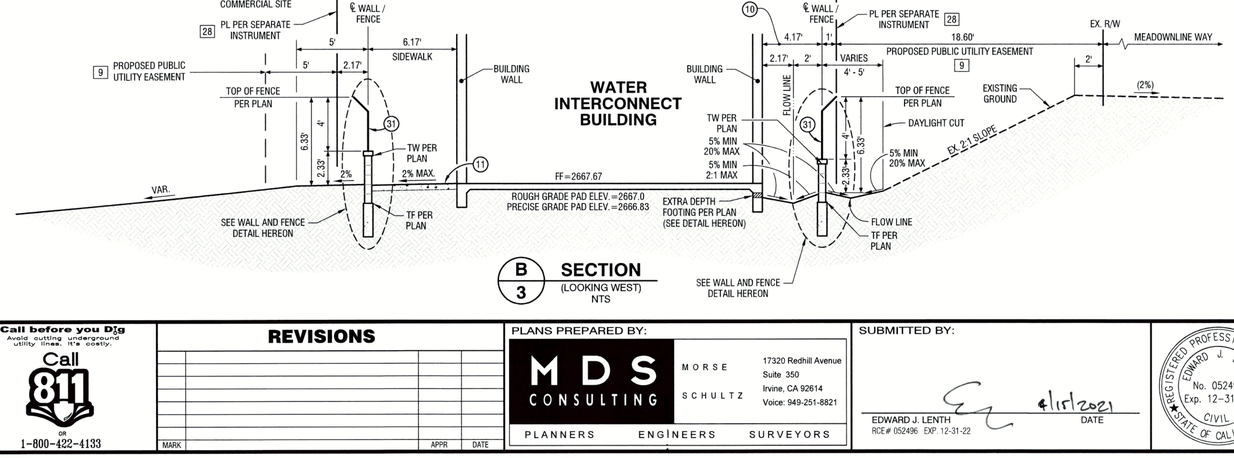
NOTE FOR WATER TRENCH BACKFILL:
USE CITY STANDARD NO. W-30, W-31 FOR WATER



12 PCC CONCRETE PAVEMENT
DOWELS FOR CONCRETE JOINTS PER SOILS ENGINEER'S RECOMMENDATIONS.
NTS



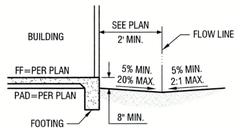
A/3 SECTION
(LOOKING NORTH)
NTS



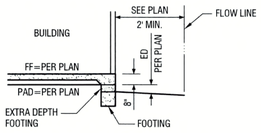
B/3 SECTION
(LOOKING WEST)
NTS

BCVWD WATER GENERAL NOTES:

1. ALL WORK SHOWN ON THESE PLANS SHALL BE PERFORMED IN ACCORDANCE WITH THE "DISTRICT STANDARDS FOR THE FURNISHING OF MATERIALS AND THE CONSTRUCTION OF WATER FACILITIES AND RECYCLED WATER", LATEST REVISION, AND THE ADOPTED ADDENDUMS THERETO.
2. WORK SHALL BE PERFORMED BY A CONTRACTOR LICENSED IN THE STATE OF CALIFORNIA, EXPERIENCED IN WATER UTILITY CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN CONSTRUCTION PERMIT FROM THE DISTRICT AND PAY INSPECTION AND VALVE COVER DEPOSIT PRIOR TO CONSTRUCTION.
4. UNLESS OTHERWISE INDICATED, ALL PIPE SHALL BE CEMENT MORTAR LINED DUCTILE IRON PIPE, MINIMUM PRESSURE CLASS 150, WITH PUSH-ON JOINTS. ALL PIPES SHALL BE INSTALLED WITH TRACER WIRE. TRACER WIRE SHALL BE 14-GAUGE, INSULATED (BLUE COLOR) SOLID COPPER WIRE.
5. FOR SEPARATION REQUIREMENTS BETWEEN WATER AND RECYCLED WATER, STORM DRAIN AND SEWER LINES, SEE RIVERSIDE COUNTY STANDARD NO. 609 AND CALIFORNIA CODE OF REGULATIONS, TITLE 22, SECTION 64572.
6. CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA (TELEPHONE NO. 1-800-227-2600) FOR LOCATION OF ALL UNDERGROUND UTILITIES TWO WORKING DAYS PRIOR TO COMMENCING WORK.
7. CONTRACTOR SHALL OBTAIN NECESSARY PERMITS FROM CITY OF BEAUMONT AND BANNING /OR RIVERSIDE COUNTY, AS APPROPRIATE, PRIOR TO CONSTRUCTION.
8. ALL FIRE HYDRANTS SHALL BE INSTALLED IN ACCORDANCE WITH DISTRICT STANDARD PLATE 1-1 (1-2) AND SHALL BE TYPE JONES 3765 6"x4"x2.5"x2.5" OUTLET.
9. CONTRACTOR SHALL NOTIFY THE DISTRICT AT (951) 845-9581 TWO WORKING DAYS PRIOR TO COMMENCING WORK ON THE WATER UTILITY INSTALLATION. CONTRACTOR SHALL NOTIFY DISTRICT BY PRECEDING WEDNESDAY AT 4:00 P.M. PRIOR TO WORKING DURING THE WEEKEND. CANCELLATIONS SHALL BE NOTIFIED TO THE DISTRICT BY PRECEDING FRIDAY AT 3:00 P.M.
10. NO EXISTING DISTRIBUTION SYSTEM VALVE SHALL BE OPERATED BY THE CONTRACTOR. DISTRICT PERSONNEL WILL OPERATE ALL NECESSARY VALVES.
11. NO DEVIATIONS FROM THESE PLANS SHALL BE PERMITTED WITHOUT THE APPROVAL OF THE DISTRICT.
12. EXISTING WATER MAINS SHALL NOT BE TAKEN OUT OF SERVICE FOR MORE THAN 4 HOURS. CONTRACTOR SHALL NOTIFY ALL WATER USERS AFFECTED BY THE SHUTDOWN A MINIMUM OF 48 HOURS PRIOR TO THE ACTUAL SHUTDOWN. INDICATE THE DATE AND PRECISE HOURS THAT THE MAIN WILL BE TAKEN OUT OF SERVICE.
13. FIRE FLOW FOR THIS PROJECT IS 1,500 GPM MINIMUM AT 20 PSI RESIDUAL.
14. CONTRACTOR SHALL CONFORM TO THE STREET EXCAVATION REPLACEMENT STANDARDS OF THE CITY OF BANNING OR RIVERSIDE COUNTY WHICHEVER HAS JURISDICTION.
15. CONTRACTOR SHALL NOTIFY THE DISTRICT AT (951) 845-9581 TWO WORKING DAYS PRIOR TO PLACEMENT OF CONCRETE FOR SIDEWALKS.
16. AIR VACUUM RELEASE ASSEMBLIES PER DISTRICT STANDARD PLATE NO. 5-1 AND 5-2 SHALL BE INSTALLED AT ALL HIGH POINTS ON THE WATER MAIN. ADDITIONAL ASSEMBLIES OVER THOSE SHOWN ON THE DRAWINGS MAY BE NECESSARY WHEN SUBSTRUCTURES REQUIRE A CHANGE IN LINE OR GRADE OF THE WATER LINE.
17. CONTRACTOR TO INSTALL MINIMUM 1" COPPER, TYPE K, SERVICE LATERALS IN ACCORDANCE WITH DISTRICT SPECIFICATIONS SHOWN ON DISTRICT STANDARD PLATE 6-2, 6-3 AND PLATE 12.
18. CONTRACTOR SHALL COORDINATE ALL RECONNECTS WITH DISTRICT PERSONNEL PRIOR TO ANY CONNECTIONS OR RETIREMENTS OF ANY DISTRICT FACILITIES.
19. CONTRACTOR SHALL RESTRAIN ALL JOINTS AT TEES, ELBOWS, DEAD ENDS, ETC. AS INDICATED ON THE PLANS AS A MINIMUM.
20. CONTRACTOR SHALL BEAR ALL COSTS FOR THE CORRECTION OR REMOVAL AND REPLACEMENT OF DEFECTIVE WORK, AND ALL ADDITIONAL DIRECT AND INDIRECT COSTS THE CITY, COUNTY OR DISTRICT MAY INCUR ON ACCOUNT OF DEFECTIVE WORK, INCLUDING THE COSTS OF ADDITIONAL ADMINISTRATIVE, PROFESSIONAL CONSULTANT, INSPECTION, TESTING AND OTHER SERVICES.
21. CONTRACTOR SHALL INSTALL BLUE REFLECTIVE PAVEMENT MARKERS IN ACCORDANCE WITH THE RIVERSIDE COUNTY FIRE DEPARTMENT "GUIDELINES FOR FIRE HYDRANT MARKINGS" LATEST REVISION AND DETAIL "B".
22. ALL FIRE HYDRANT BARRELS ARE TO BE CHROME YELLOW WITH TOPS AND NOZZLE CAPS PAINTED WITH THE FOLLOWING CAPACITY-INDICATING COLOR SCHEME; CLASS-A GREEN.
23. ALL DRY-UTILITIES SHALL BE LOCATED ON OPPOSITE PROPERTY LINE FROM WATER SERVICE LATERAL OR NO CLOSER THAN 2' TO ANY WATER SERVICE LATERAL.
24. ALL PIPE SHALL BE HYDRO TESTED, DISINFECTED AND APPROVED PRIOR TO FINAL CONNECTION TO EXISTING WATER LINES.
25. BASIS OF WATER LINE STATIONING SHALL BE ALONG PIPE CENTERLINE WITH REFERENCE TO STREET CENTER LINE, UNLESS OTHERWISE NOTED.
26. ALL MATERIALS SHALL BE OF DOMESTIC ORIGIN AND NOT OF FOREIGN MANUFACTURE.
27. CONTRACTOR SHALL FURNISH TO THE DISTRICT ELECTRONIC FILES IN AUTOCAD FORMAT OF THE SIGNED AND APPROVED "RECORD DRAWINGS" AND GIS DIGITAL DATA DEFINITION TABLES, PER DISTRICT STANDARDS, PRIOR TO FINAL ACCEPTANCE OF THE WORK.
28. CONTRACTOR SHALL FURNISH TO THE DISTRICT COPIES OF ALL SOIL COMPACTION TEST REPORTS FOR THE INSTALLED WATER MAINS TWO (2) WORKING DAYS PRIOR TO HYDRO TESTING OF PIPELINES.
29. CONTRACTOR SHALL FURNISH TO THE DISTRICT INTERSECT TIE PLATES IN ACCORDANCE WITH DISTRICT STANDARD PLATE NO., D-2 FOR ALL VALVE LOCATIONS PRIOR TO FINAL ACCEPTANCE OF THE WORK.



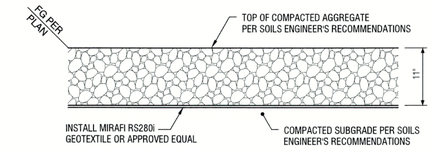
TYPICAL FOOTING GRADING DETAIL
NTS



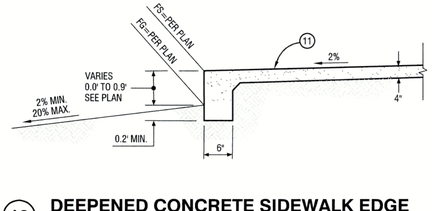
EXTRA DEPTH FOOTING DETAIL
NTS

NOTES

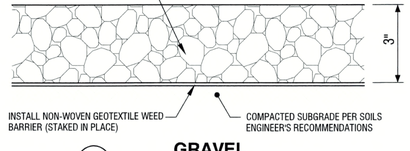
1. PROPOSED WATER INTERCONNECT FACILITY PER MECHANICAL ENGINEER'S PLANS. (POTABLE - BCVWD 2850 ZONE TO BANNING FOOTHILL WEST ZONE) (NON-POTABLE - BCVWD 2800 ZONE TO BANNING FOOTHILL WEST ZONE) (POTABLE - BANNING MOUNTAIN NORTH ZONE TO BANNING FOOTHILL WEST ZONE)
2. PROTECT EXISTING SOCAL GAS VALVE STATION FACILITIES IN PLACE.
3. EXISTING PUBLIC WATER FACILITY RESERVATION PER TR. NO. 37298-1 TO BE REMOVED
4. EXISTING SOCAL GAS EASEMENT TO BE QUITCLAIMED
5. EXISTING SOCAL GAS EASEMENT TO REMAIN (W=16.5')
6. EXISTING 8" GAS TO BE REMOVED AND RELOCATED PER DRY UTILITY CONSULTANT'S RECOMMENDATIONS.
7. FUTURE SOCAL GAS EASEMENT PER SEPARATE INSTRUMENT.
8. EXISTING 30" GAS TRANSMISSION MAIN - PROTECT IN PLACE.
9. PROPOSED PUBLIC UTILITY EASEMENT PER SEPARATE INSTRUMENT.
10. PROPOSED PUBLIC ACCESS & UTILITY EASEMENT PER SEPARATE INSTRUMENT.
11. PROPOSED 16' SLIDING GATE PER MECHANICAL ENGINEER'S PLANS.
12. PROPOSED TUBULAR STEEL VEHICULAR ACCESS GATES PER SEPARATE SOCAL GAS PLAN.
13. PROPOSED 8' HIGH TUBULAR STEEL FENCE ON TOP OF MASONRY BLOCK RETAINING WALL PER SEPARATE SOCAL GAS PLAN.
14. PROPOSED 8' HIGH TUBULAR STEEL FENCE PER SOCAL GAS RELOCATION PLAN
16. EXISTING 12" POTABLE WATER (BANNING FOOTHILL WEST ZONE)
17. EXISTING 12" POTABLE WATER (BCVWD 2850 ZONE)
18. EXISTING 12" POTABLE WATER (BANNING MOUNTAIN NORTH ZONE)
19. EXISTING 12" NON-POTABLE WATER (BCVWD 2800 ZONE)
20. EXISTING 8" NON-POTABLE WATER (BANNING FOOTHILL WEST ZONE)
21. EXISTING 10" BACKFLOW PREVENTER
22. PROPOSED UNDERGROUND ELECTRIC PER DRY UTILITY CONSULTANT'S RECOMMENDATIONS.
23. PROPOSED ELECTRICAL TRANSFORMER PER DRY UTILITY CONSULTANT'S RECOMMENDATIONS.
24. EXISTING GAS VALVE STATION CHAINLINK FENCING TO BE REMOVED PER SOCAL GAS COMPANY
25. EXISTING GAS VALVE STATION CHAINLINK GATE TO BE REMOVED PER SOCAL GAS COMPANY
26. FUTURE SOCAL GAS ACCESS EASEMENT
27. PROPOSED EMERGENCY ACCESS MAN GATE PER SEPARATE SOCAL GAS PLAN.
28. PROPOSED PROPERTY LINE PER SEPARATE INSTRUMENT.
29. PROPOSED ELECTRIC METER/PANEL.
31. PROPOSED BLOW-OFF PER SHEET NO. 7.
32. PROPOSED LIGHT PER MECHANICAL ENGINEER'S PLANS.



14 CLASS II AGGREGATE BASE ACCESS ROAD
NTS



19 DEEPENED CONCRETE SIDEWALK EDGE
NTS



10 GRAVEL
GRAVEL COLOR PER LANDSCAPE ARCHITECT'S RECOMMENDATIONS.
NTS

CONSTRUCTION NOTES & ESTIMATED QUANTITIES:

	STREET IMPROVEMENTS:	UNIT	QUANTITY
10	INSTALL 1" GRAVEL (3" THICK) OVER NON-WOVEN GEOTEXTILE WEED BARRIER PER DETAIL ON SHEET 2	SF	772
11	CONSTRUCT CONCRETE SIDEWALK PER CITY STD. NO. C-213.	SF	250
12	CONSTRUCT 8" PCC CONCRETE PAVEMENT PER DET. SHT. NO. 2.	SF	176
13	CONSTRUCT THROUGH WALL DRAINAGE PER STRUCTURAL ENGINEER'S DETAIL NO. 5 ON SHT. NO. 10.	EA	2
14	CONSTRUCT 11" CLASS II AGGREGATE BASE ACCESS ROAD PER DETAIL SHT. NO. 2.	SF	14,187
15	CONSTRUCT 2" x 4" REDWOOD HEADER	LF	1,352
16	CONSTRUCT TYPE 'D' AC DIKE PER CALTRANS STD. PLAN A87B.	LF	36
17	INSTALL CABLE RAILING FENCE PER CALTRANS STD. NO. B11-47 "SECTION A-A".	LF	16
18	INSTALL PIPE GATE PER DETAIL SHT. NO. 4.	EA	1
19	CONSTRUCT DEEPENED CONCRETE SIDEWALK EDGE PER DETAIL SHT. NO. 2	LF	22
	WALL IMPROVEMENTS:		
31	CONSTRUCT COMBINATION MASONRY BLOCK WALL / 3.67' HIGH TUBULAR STEEL FENCE PER DETAIL SHT. NO. 6 & STRUCTURAL ENGINEER'S PLAN.	LF	146
32	CONSTRUCT COMBINATION MASONRY BLOCK WALL / 5.67' HIGH TUBULAR STEEL FENCE PER DETAIL SHT. NO. 6 & STRUCTURAL ENGINEER'S PLAN.	LF	20
33	CONSTRUCT PILASTER PER DETAIL SHT. NO. 6 & STRUCTURAL ENGINEER'S PLAN.	EA	9
	WATER & DRAIN IMPROVEMENTS:		
37	INSTALL NON-POTABLE 4" BLOW-OFF PER BCVWD STD. DWG. NO. PLATE 3-1	EA	1
38	ADJUST WATER VALVE TO GRADE PER BCVWD STD. DWG. NO. PLATE 2.	EA	2
39	INSTALL 2" COMBINATION AIR-VAC ASSEMBLY PER BCVWD STD. DWG. NO. PLATE 5-1	EA	1
40	INSTALL 4" BLOW-OFF PER BCVWD STD. DWG. NO. PLATE 3-1	EA	1
41	INSTALL 12" D.I.P. (CLASS 350) WITH V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31 - POTABLE WATER (BANNING FOOTHILL WEST ZONE)	LF	14
42	INSTALL 12" D.I.P. (CLASS 350) WITH V-BIO POLYETHYLENE ENCASEMENT PER BCVWD STD. DWG. NO. PLATE 6-1 (BCVWD 2850 ZONE, DOMESTIC)	LF	14
43	INSTALL 12" D.I.P. (CLASS 350) WITH V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31 - POTABLE WATER (BANNING MOUNTAIN NORTH ZONE)	LF	14
44	INSTALL 12" D.I.P. (CLASS 350) WITH PURPLE V-BIO POLYETHYLENE ENCASEMENT PER BCVWD STD. DWG. NO. PLATE 6-1 (BCVWD 2800 ZONE, NON-POTABLE)	LF	35
45	INSTALL 8" D.I.P. (CLASS 350) WITH PURPLE V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31 - NON-POTABLE WATER (BANNING FOOTHILL WEST ZONE)	LF	47
46	INSTALL 4" SDR 26 PVC DRAIN PIPE	LF	78
47	INSTALL 8" - 45° D.I.P. ELBOW	EA	2
48	INSTALL 12" - 45° D.I.P. ELBOW	EA	10
49	INSTALL 12" - 11.25° D.I.P. ELBOW	EA	2
50	INSTALL 8" BLIND FLANGE	EA	1
51	INSTALL 12" BLIND FLANGE	EA	4
52	REMOVE BLIND FLANGE AND JOIN WATER MAIN	EA	5
53	INSTALL 4" TEMPORARY WATER TIGHT CAP	EA	1
54	INSTALL DRAIN BASIN WITH INFILTRATION SOCK (X3) PER DETAIL SHT. NO. 5	EA	1
55	INSTALL BOLLARD PER DETAIL SHT. NO. 5	EA	4
56	INSTALL 4" BLOW-OFF ASSEMBLY PER CITY STD. DWG. NO. W-19	EA	2
57	ADJUST VALVE COVER TO GRADE PER CITY STD. DWG. NO. W-20	EA	2
58	INSTALL 4" BLOW-OFF ASSEMBLY PER CITY STD. DWG. NO. N-19	EA	1
59	ADJUST VALVE COVER TO GRADE PER CITY STD. DWG. NO. N-15	EA	1
	EROSION AND SEDIMENT CONTROL PLAN		
61	CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE PER DETAIL ON SHEET 9	EA	1
63	INSTALL 2 BAG HIGH GRAVELBAG SEDIMENT BARRIER PER DETAIL ON SHEET 9	LF	320
64	APPLY DUST CONTROL TO SITE PRIOR TO FORECASTED WINDY WEATHER PER CASQA BMP WE-1	LS	1
65	APPLY HYDROSEED IMMEDIATELY AFTER ROUGH GRADING IS COMPLETED. SEE HYDROSEED NOTES ON SHEET 9	SF	1,250

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California

Approved By: _____ Date: 5/16/21
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 OR 1-800-422-4133

REVISIONS

MARK		APPR	DATE

PLANS PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SUBMITTED BY:
EDWARD J. LENTH
RCE# 052496 EXP. 12-31-22
4/11/2021 DATE

REGISTERED PROFESSIONAL ENGINEER — EDWARD J. LENTH — No. 052496 — Exp. 12-31-22 — CIVIL — STATE OF CALIFORNIA

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21
SENIOR CIVIL ENGINEER
5/3/2021 DATE

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22
PUBLIC WORKS DIRECTOR/CITY ENGINEER
5/6/21 DATE

PAVING, GRADING & DRAINAGE PLAN
TRACT NO. 37298-1
MEADOWLINE WAY WATER INTERCONNECT FACILITY
SECTIONS, DETAILS, CONSTRUCTION NOTES & ESTIMATED QUANTITIES

W.O. No.
CIP No.
PROJECT No.
SHEET 2 OF 11

PAVING, GRADING & DRAINAGE PLAN, MEADOWLINE WAY WATER INTERCONNECT FACILITY

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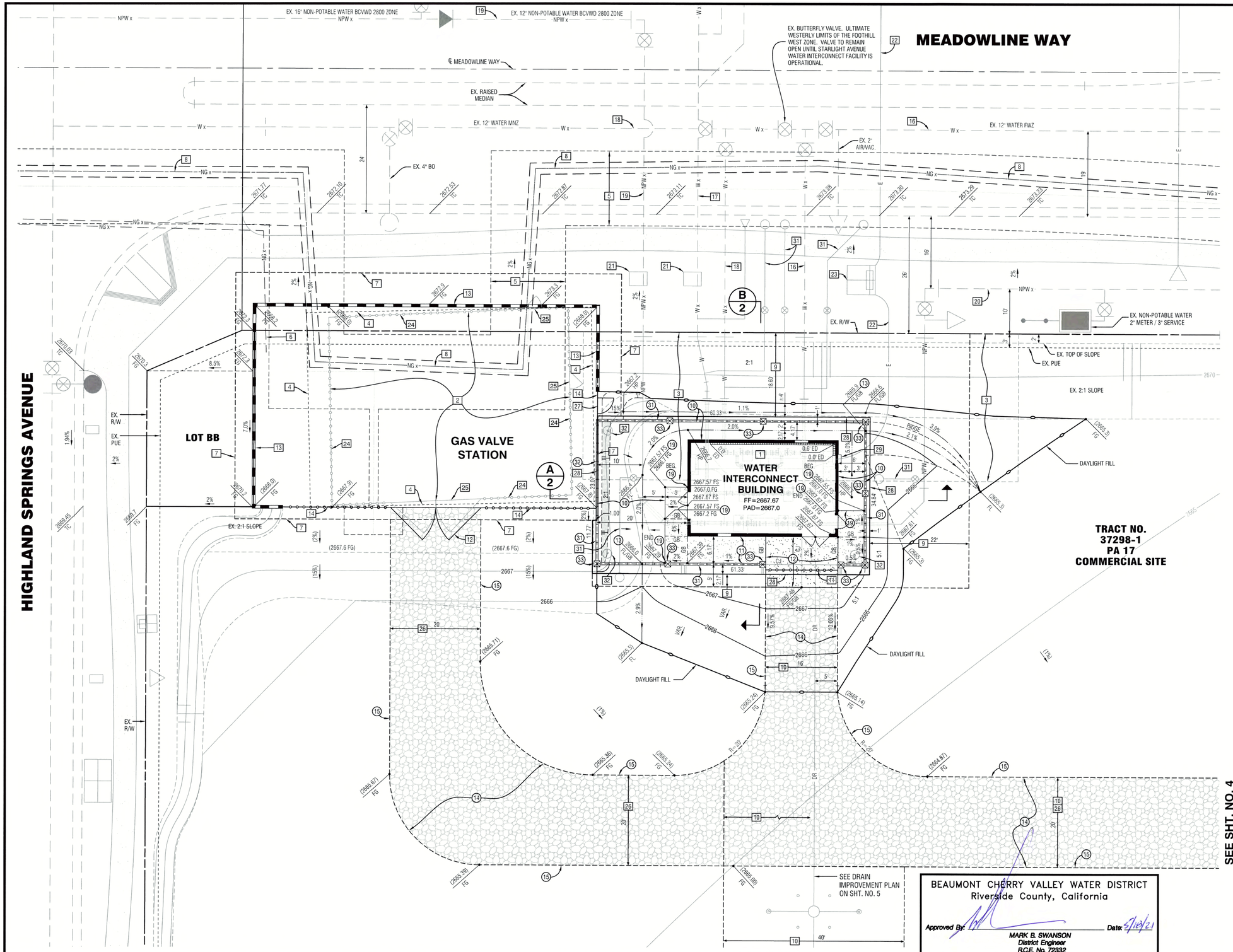

STREET IMPROVEMENTS:

(10) INSTALL 1" GRAVEL (3" THICK) OVER NON-WOVEN GEOTEXTILE WEED BARRIER PER DETAIL ON SHEET 2
(11) CONSTRUCT CONCRETE SIDEWALK PER CITY STD. NO. C-213.
(12) CONSTRUCT 8" PCC CONCRETE PAVEMENT PER DET. SHT. NO. 2.
(13) CONSTRUCT THROUGH WALL DRAINAGE PER STRUCTURAL ENGINEER'S DETAIL NO. 5 ON SHT. NO. 10.
(14) CONSTRUCT 11" CLASS II AGGREGATE BASE ACCESS ROAD PER DETAIL SHT. NO. 2.
(15) CONSTRUCT 2" x 4" REDWOOD HEADER
(16) CONSTRUCT TYPE 'D' AC DIKE PER CALTRANS STD. PLAN A87B.
(19) CONSTRUCT DEEPENED CONCRETE SIDEWALK EDGE PER DETAIL SHT. NO. 2

WALL IMPROVEMENTS:

(31) CONSTRUCT COMBINATION MASONRY BLOCK WALL / 3.67' HIGH TUBULAR STEEL FENCE PER DETAIL SHT. NO. 6 & STRUCTURAL ENGINEER'S PLAN.
(32) CONSTRUCT COMBINATION MASONRY BLOCK WALL / 5.67' HIGH TUBULAR STEEL FENCE PER DETAIL SHT. NO. 6 & STRUCTURAL ENGINEER'S PLAN.
(33) CONSTRUCT PILASTER PER DETAIL SHT. NO. 6 & STRUCTURAL ENGINEER'S PLAN.

NOTES

1. PROPOSED WATER INTERCONNECT FACILITY PER MECHANICAL ENGINEER'S PLANS. (POTABLE - BCVWD 2850 ZONE TO BANNING FOOTHILL WEST ZONE) (NON-POTABLE - BCVWD 2800 ZONE TO BANNING FOOTHILL WEST ZONE) (POTABLE - BANNING MOUNTAIN NORTH ZONE TO BANNING FOOTHILL WEST ZONE)
2. PROTECT EXISTING SOCAL GAS VALVE STATION FACILITIES IN PLACE.
3. EXISTING PUBLIC WATER FACILITY RESERVATION PER TR. NO. 37298-1 TO BE REMOVED
4. EXISTING SOCAL GAS EASEMENT TO BE QUITCLAIMED
5. EXISTING SOCAL GAS EASEMENT TO REMAIN (W=16.5')
6. EXISTING 8" GAS TO BE REMOVED AND RELOCATED PER DRY UTILITY CONSULTANT'S RECOMMENDATIONS.
7. FUTURE SOCAL GAS EASEMENT PER SEPARATE INSTRUMENT.
8. EXISTING 30" GAS TRANSMISSION MAIN - PROTECT IN PLACE.
9. PROPOSED PUBLIC UTILITY EASEMENT PER SEPARATE INSTRUMENT.
10. PROPOSED PUBLIC ACCESS & UTILITY EASEMENT PER SEPARATE INSTRUMENT.
11. PROPOSED 16' SLIDING GATE PER MECHANICAL ENGINEER'S PLANS.
12. PROPOSED TUBULAR STEEL VEHICULAR ACCESS GATES PER SEPARATE SOCAL GAS PLAN.
13. PROPOSED 8' HIGH TUBULAR STEEL FENCE ON TOP OF MASONRY BLOCK RETAINING WALL PER SEPARATE SOCAL GAS PLAN.
14. PROPOSED 8' HIGH TUBULAR STEEL FENCE PER SOCAL GAS RELOCATION PLAN
16. EXISTING 12" POTABLE WATER (BANNING FOOTHILL WEST ZONE)
17. EXISTING 12" POTABLE WATER (BCVWD 2850 ZONE)
18. EXISTING 12" POTABLE WATER (BANNING MOUNTAIN NORTH ZONE)
19. EXISTING 12" NON-POTABLE WATER (BCVWD 2800 ZONE)
20. EXISTING 8" NON-POTABLE WATER (BANNING FOOTHILL WEST ZONE)
21. EXISTING 10" BACKFLOW PREVENTER
22. PROPOSED UNDERGROUND ELECTRIC PER DRY UTILITY CONSULTANT'S RECOMMENDATIONS.
23. PROPOSED ELECTRICAL TRANSFORMER PER DRY UTILITY CONSULTANT'S RECOMMENDATIONS.
24. EXISTING GAS VALVE STATION CHAINLINK FENCING TO BE REMOVED PER SOCAL GAS COMPANY
25. EXISTING GAS VALVE STATION CHAINLINK GATE TO BE REMOVED PER SOCAL GAS COMPANY
26. FUTURE SOCAL GAS ACCESS EASEMENT
27. PROPOSED EMERGENCY ACCESS MAN GATE PER SEPARATE SOCAL GAS PLAN.
28. PROPOSED PROPERTY LINE PER SEPARATE INSTRUMENT.
29. PROPOSED ELECTRIC METER/PANEL.
31. PROPOSED BLOW-OFF PER SHEET NO. 7.
32. PROPOSED LIGHT PER MECHANICAL ENGINEER'S PLANS.

GRAPHIC SCALE
10 0 5 10 20 40
(IN FEET)
1 inch = 10 ft.

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California
Approved By: _____ Date: 5/14/21
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 or 1-800-422-4133

REVISIONS

MARK		APPR	DATE

PLANS PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SUBMITTED BY:
EDWARD J. LENTH
RCE# 052496 EXP. 12-31-22
5/13/2021 DATE

REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTH
No. 052496
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
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SENIOR CIVIL ENGINEER
5/13/2021 DATE

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22
PUBLIC WORKS DIRECTOR/CITY ENGINEER
5/6/21 DATE

PAVING, GRADING & DRAINAGE PLAN
TRACT NO. 37298-1
MEADOWLINE WAY WATER INTERCONNECT FACILITY

W.O. No.
CIP No.
PROJECT No.
SHEET 3 OF 11

PAVING, GRADING & DRAINAGE PLAN, MEADOWLINE WAY WATER INTERCONNECT FACILITY

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TRACT NO. 37390 PA 8A

AVOCADO ROAD

MEADOWLINE WAY

N 89°49'48" W 170.76' TO ℄ INTERSECTION HIGHLAND SPRINGS AVENUE & MEADOWLINE WAY

℄ MEADOWLINE WAY

N 89°49'48" W

N 0°10'12" E 76.60'

EX. CURB & GUTTER

Δ=21°01'43" R=1200.00' L=440.42'

FUTURE MEANDERING SIDEWALK

EX. R/W

EX. 2:1 SLOPE

GAS VALVE STATION

NW CORNER LOT

N 89°49'48" W 60.33'

N 0°10'12" E 23.07'

N 89°49'48" W 1.00'

N 0°10'12" E 11.77'

N 89°49'48" W 61.33'

N 0°10'12" E 34.94'

PROPOSED WATER INTERCONNECT FACILITY

TRACT NO. 37298-1 PA 17 COMMERCIAL SITE

CL INT. 17+48.84 MEADOWLINE WAY ℄ 10+00.00 AVOCADO ROAD

N 21°11'55" E 69.84'

EX. R/W

CONSTRUCTION NOTES:
STREET IMPROVEMENTS:

(15) CONSTRUCT 2" x 4" REDWOOD HEADER

(16) CONSTRUCT TYPE 'D' AC DIKE PER CALTRANS STD. PLAN A87B.

(17) INSTALL CABLE RAILING FENCE PER CALTRANS STD. NO. B11-47 "SECTION A-A".

(18) INSTALL PIPE GATE PER DETAIL SHT. NO. 4.

NOTES

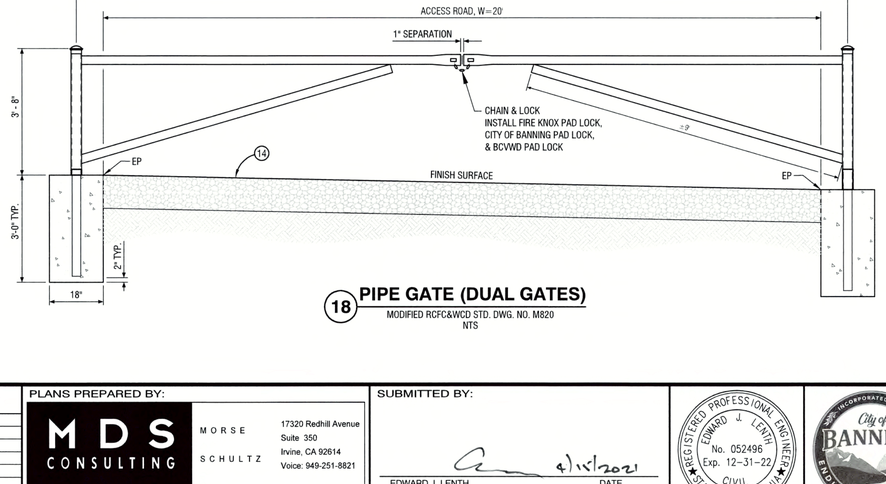
[1] PROPOSED WATER INTERCONNECT FACILITY PER MECHANICAL ENGINEER'S PLANS. (POTABLE - BCVWD 2850 ZONE TO BANNING FOOTHILL WEST ZONE) (NON-POTABLE - BCVWD 2800 ZONE TO BANNING FOOTHILL WEST ZONE) (POTABLE - BANNING MOUNTAIN NORTH ZONE TO BANNING FOOTHILL WEST ZONE)

[7] FUTURE SOCAL GAS EASEMENT PER SEPARATE INSTRUMENT.

[10] PROPOSED PUBLIC ACCESS & UTILITY EASEMENT PER SEPARATE INSTRUMENT.

[26] FUTURE SOCAL GAS ACCESS EASEMENT

[28] PROPOSED PROPERTY LINE PER SEPARATE INSTRUMENT.



(18) **PIPE GATE (DUAL GATES)**
MODIFIED RCFC&WCD STD. DWG. NO. M820
NTS

LINE TABLE

LINE #	BEARING	DISTANCE
L1	N 0°10'12" E	59.03'
L2	N 0°10'12" E	34.03'
L3	N 89°49'48" W	18.06'
L4	N 0°10'12" E	21.79'
L5	N 0°10'12" E	21.79'
L6	N 89°49'48" W	437.77'
L7	N 89°49'48" W	554.00'
L8	N 21°11'55" E	17.17'
L9	N 68°48'05" W	20.00'

CURVE TABLE

CURVE #	DELTA	RADIUS	LENGTH	TANGENT
C1	90°00'00"	20.00'	31.42'	20.00'
C2	90°00'00"	25.00'	39.27'	25.00'
C3	90°00'00"	20.00'	31.42'	20.00'
C4	90°00'00"	20.00'	31.42'	20.00'
C5	68°58'17"	25.00'	30.09'	17.17'
C6	68°58'17"	20.00'	24.08'	13.74'

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California

Approved By: _____ Date: 5/4/21

MARK B. SWANSON
District Engineer
R.C.E. No. 72332

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 or 1-800-422-4133

REVISIONS

MARK		APPR	DATE

PLANS PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue Suite 350 Irvine, CA 92614 Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SUBMITTED BY:
EDWARD J. LENTH
RCE# 052496 EXP. 12-31-22
DATE 4/15/2021

REGISTERED PROFESSIONAL ENGINEER EDWARD J. LENTH No. 052496 Exp. 12-31-22 CIVIL STATE OF CALIFORNIA

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21 — DATE 5/3/2021
SENIOR CIVIL ENGINEER

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — DATE 5/6/21
PUBLIC WORKS DIRECTOR/CITY ENGINEER

PAVING, GRADING & DRAINAGE PLAN
TRACT NO. 37298-1
MEADOWLINE WAY WATER INTERCONNECT FACILITY

W.O. No.
CIP No.
PROJECT No.
SHEET 4 OF 11

PAVING, GRADING & DRAINAGE PLAN, MEADOWLINE WAY WATER INTERCONNECT FACILITY

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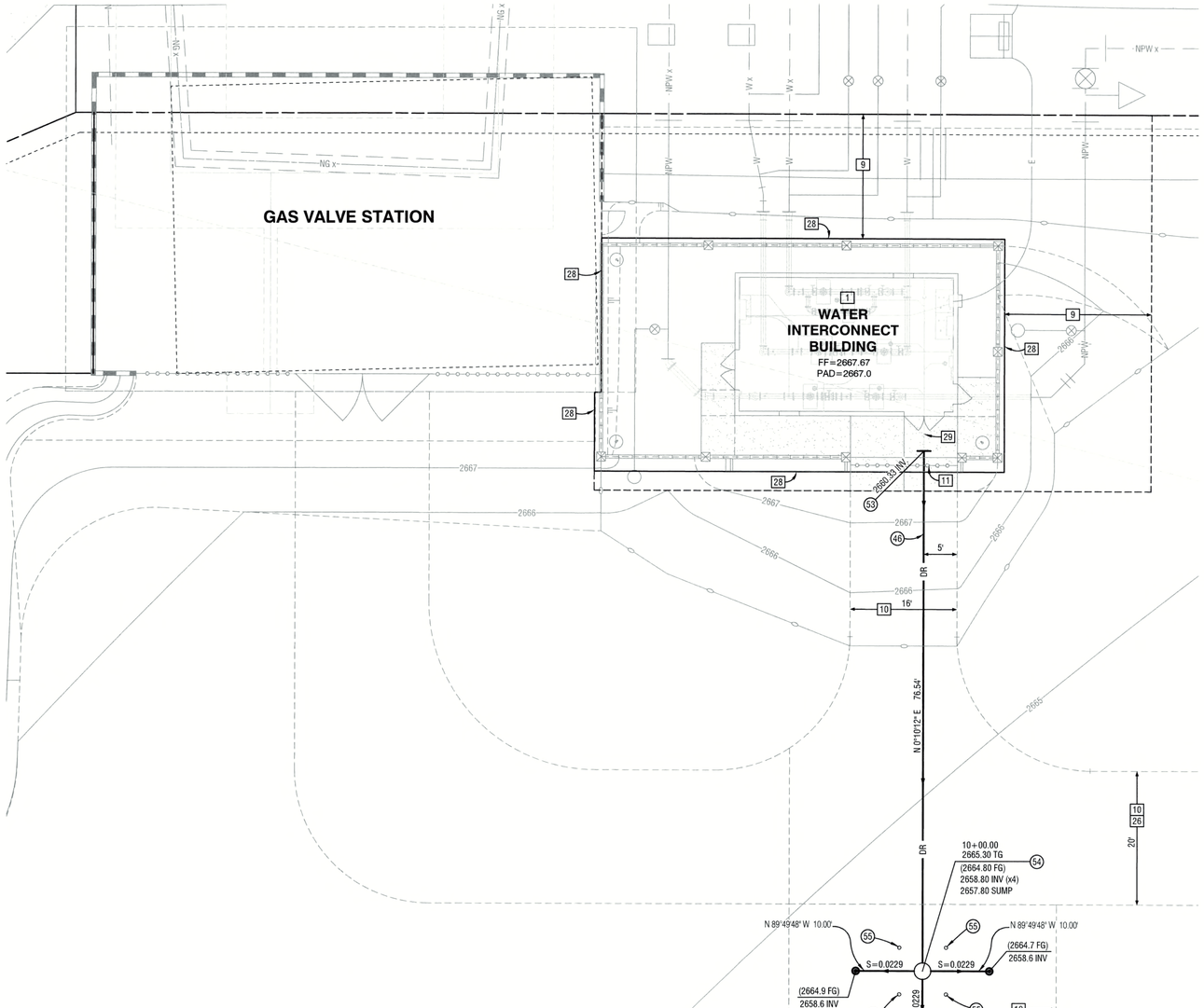
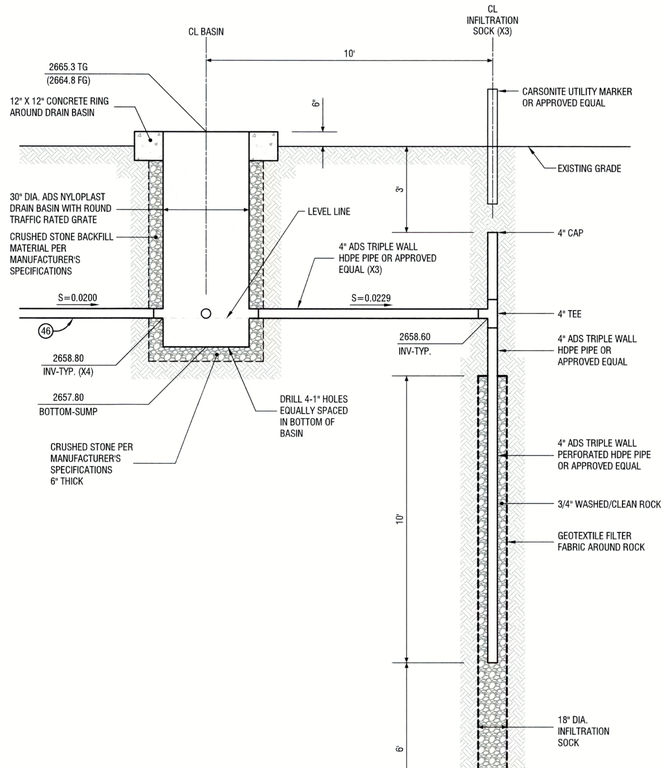
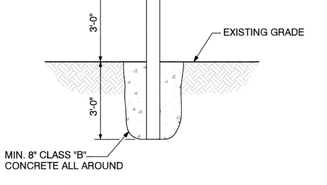




54 **DRAIN BASIN WITH INFILTRATION SOCKS**

DRAIN BASIN AND PIPING SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS. DRAIN BASIN AND INFILTRATION SOCKS ARE INTERIM AND TO BE REMOVED WITH DEVELOPMENT OF PA 17 COMMERCIAL SITE. WATER INTERCONNECT FACILITY SHALL BE CONNECTED TO PA 17 COMMERCIAL SEWER SYSTEM IN ULTIMATE CONDITION.
(LOOKING EAST)
NTS



55 **PIPE BOLLARD**

NTS

DRAIN IMPROVEMENTS:

- (46) INSTALL 4" SDR 26 PVC DRAIN PIPE
- (53) INSTALL 4" TEMPORARY WATER TIGHT CAP
- (54) INSTALL DRAIN BASIN WITH INFILTRATION SOCK (X3) PER DETAIL SHT. NO. 5
- (55) INSTALL BOLLARD PER DETAIL SHT. NO. 5

NOTES

- 1 PROPOSED WATER INTERCONNECT FACILITY PER MECHANICAL ENGINEER'S PLANS. (POTABLE - BCVWD 2850 ZONE TO BANNING FOOTHILL WEST ZONE) (NON-POTABLE - BCVWD 2800 ZONE TO BANNING FOOTHILL WEST ZONE) (POTABLE - BANNING MOUNTAIN NORTH ZONE TO BANNING FOOTHILL WEST ZONE)
- 9 PROPOSED PUBLIC UTILITY EASEMENT PER SEPARATE INSTRUMENT.
- 10 PROPOSED PUBLIC ACCESS & UTILITY EASEMENT PER SEPARATE INSTRUMENT.
- 11 PROPOSED 16' SLIDING GATE PER MECHANICAL ENGINEER'S PLANS.
- 28 PROPOSED PROPERTY LINE PER SEPARATE INSTRUMENT.

FLOW RATE		INFILTRATION	SAFETY	DESIGN		FLOW	CIRCUMFERENCE	BOTTOM	LENGTH OF	SURFACE	TOTAL	DISPOSAL	DISPOSAL VOLUME		VOLUME	TOTAL	DISPOSAL VOLUME
		RATE	FACTOR	INFILTRATION		VOLUME	R=0.75'	SURACE AREA	SOCK	AREA OF	SURFACE	RATE	IN 24 HRS		EACH	VOLUME	PLUS
				RATE		24 HRS	= 2πr	= πr2		SOCK	AREA		FOR EACH SOCK	FOR TOTAL 3 SOCKS	SOCK		TOTAL VOLUME
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11] =	[12] =	[13] =	[14] =	[15] =	[16] =	[17] =	[18] =
				[3] / [4]						[5] x [7]	[9] + [11]	[6] x [12]	[13] x 24 x 3,600	[11] x 3	[8] x 16 x 0.4	[16] x 3	[15] + [17]
(GPM)	(CFS)	(IN/HR)		(IN/HR)	(FT/S)	CU FT	FT	SF	FT	SF	SF	CU FT/SEC	CU FT	CU FT	CU FT	CU FT	CU FT
1.00	0.00	0.50	2.00	0.25	0.00	**193.00**	4.71	1.77	16.00	75.40	77.17	0.00	38.58	115.75	30.16	90.48	**206.23**

TOTAL VOLUME PLUS DISPOSAL VOLUME (=206 CU FT) > (193 CU FT =) FLOW VOLUME IN 24 HOURS

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California

Approved By: _____ Date: 5/6/21

MARK B. SWANSON
District Engineer
R.C.E. No. 72332

GRAPHIC SCALE
10 0 5 10 20 40
(IN FEET)
1 inch = 10 ft.

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REVISIONS

MARK		APPR	DATE

PLANS PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue Suite 350 Irvine, CA 92614 Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SUBMITTED BY:
EDWARD J. LENTH RCE# 052496 EXP. 12-31-22 — DATE 4/15/2021

REGISTERED PROFESSIONAL ENGINEER — EDWARD J. LENTH — No. 052496 — Exp. 12-31-22 — CIVIL — STATE OF CALIFORNIA

CITY OF BANNING

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LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21 — DATE 5/3/2021
SENIOR CIVIL ENGINEER

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — DATE 5/6/21
PUBLIC WORKS DIRECTOR/CITY ENGINEER

DRAIN IMPROVEMENT PLAN
TRACT NO. 37298-1
MEADOWLINE WAY WATER INTERCONNECT FACILITY

W.O. No.
CIP No.
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SHEET 5 OF 11

PAVING, GRADING & DRAINAGE PLAN, MEADOWLINE WAY WATER INTERCONNECT FACILITY

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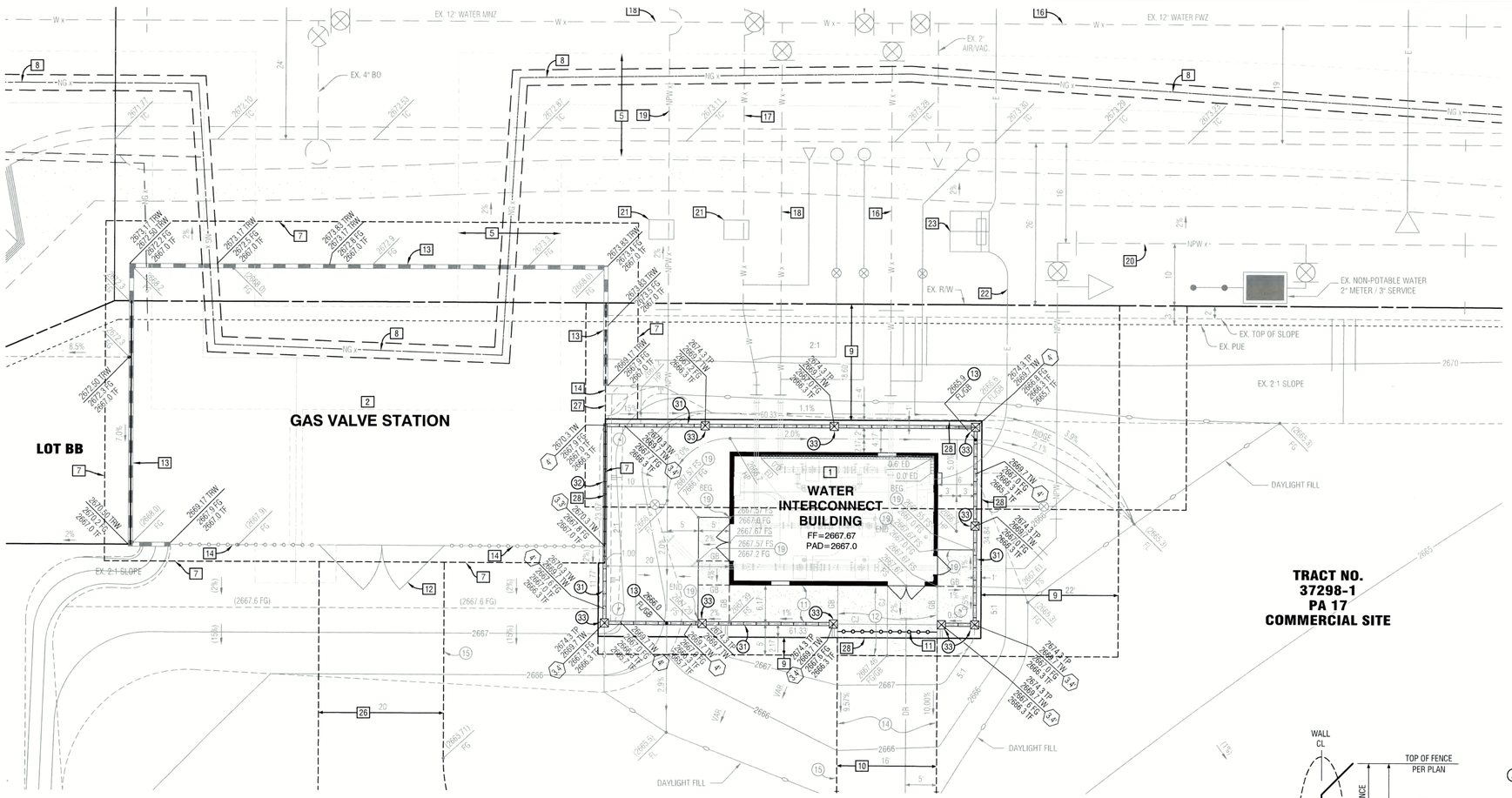

CONSTRUCTION NOTES:

STREET IMPROVEMENTS:

(10) INSTALL 1' GRAVEL (3" THICK) OVER NON-WOVEN GEOTEXTILE WEED BARRIER PER DETAIL ON SHEET 2

(13) CONSTRUCT THROUGH WALL DRAINAGE PER STRUCTURAL ENGINEER'S DETAIL NO. 5 ON SHT. NO. 10.

(19) CONSTRUCT DEEPENED CONCRETE SIDEWALK EDGE PER DETAIL SHT. NO. 2

WALL IMPROVEMENTS:

(31) CONSTRUCT COMBINATION MASONRY BLOCK WALL / 3.67' HIGH TUBULAR STEEL FENCE PER DETAIL SHT. NO. 6 & STRUCTURAL ENGINEER'S PLAN.

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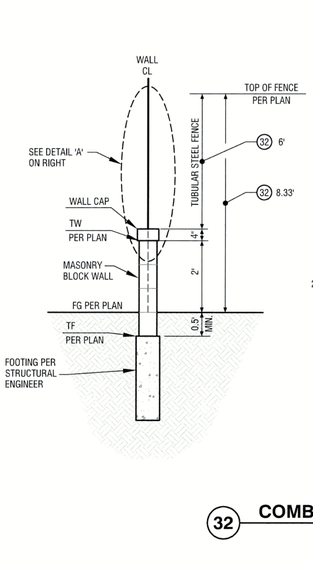
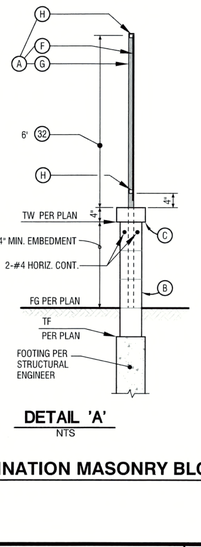
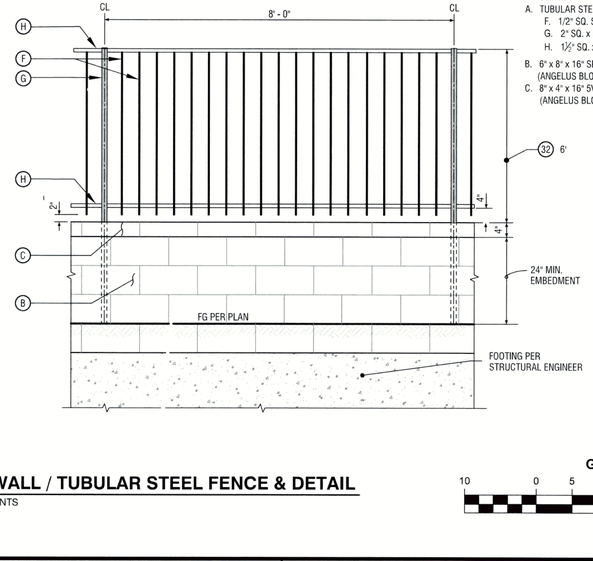




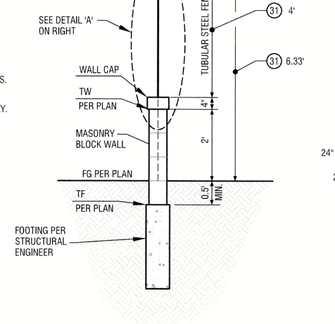
DETAIL 'A'
NTS

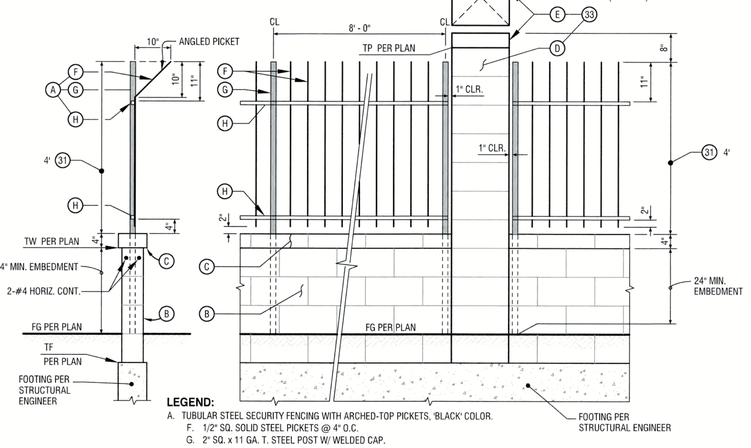


LEGEND:

A. TUBULAR STEEL FENCING, 'BLACK' COLOR.
   F. 1/2" SQ. SOLID STEEL PICKETS @ 4" O.C.
   G. 2" SQ. x 11 GA. T. STEEL POST W/ WELDED CAP.
   H. 1½" SQ. x 11 GA. T. STELL HORZ. RAILS WELD TO POSTS.
B. 6" x 8" x 16" SPLIT FACE MASONRY WALL, 'OAK' COLOR. (ANGELUS BLOCK CO.). SPLIT-FACE PUBLIC SIDE FACING ONLY.
C. 8" x 4" x 16" 5V1s SOLID CAP (5-SCORE), 'AUBURN' COLOR. (ANGELUS BLOCK CO.)

32 COMBINATION MASONRY BLOCK WALL / TUBULAR STEEL FENCE & DETAIL
NTS





LEGEND:

A. TUBULAR STEEL SECURITY FENCING WITH ARCHED-TOP PICKETS, 'BLACK' COLOR.
   F. 1/2" SQ. SOLID STEEL PICKETS @ 4" O.C.
   G. 2" SQ. x 11 GA. T. STEEL POST W/ WELDED CAP.
   H. 1½" SQ. x 11 GA. T. STELL HORZ. RAILS WELD TO POSTS.
B. 6" x 8" x 16" SPLIT FACE MASONRY WALL, 'OAK' COLOR. (ANGELUS BLOCK CO.). SPLIT-FACE PUBLIC SIDE FACING ONLY.
C. 8" x 4" x 16" 5V1s SOLID CAP (5-SCORE), 'AUBURN' COLOR. (ANGELUS BLOCK CO.).
D. 16" x 8" x 16" SPLIT FACE MASONRY COLUMN, 'OAK' COLOR. (ANGELUS BLOCK CO.).
E. 16" x 4" x 16" COLUMN PRECISION SCORE CAP.

DETAIL 'A'
NTS

31 33 COMBINATION MASONRY BLOCK WALL / TUBULAR STEEL FENCE & PILASTER DETAIL
NTS

GRAPHIC SCALE

10 0 5 10 20 40
(IN FEET)
1 inch = 10 ft.

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California

Approved By: _____ Date: 5/6/21
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 OR 1-800-422-4133

REVISIONS

MARK	APPR	DATE

PLANS PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue Suite 350 Irvine, CA 92614 Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SUBMITTED BY:
EDWARD J. LENTH
RCE# 052496 EXP. 12-31-22
4/15/2021 DATE

REGISTERED PROFESSIONAL ENGINEER EDWARD J. LENTH No. 052496 Exp. 12-31-22 CIVIL STATE OF CALIFORNIA

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21
SENIOR CIVIL ENGINEER
5/3/2021 DATE

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22
PUBLIC WORKS DIRECTOR/CITY ENGINEER
5/6/21 DATE

PAVING, GRADING & DRAINAGE PLAN
TRACT NO. 37298-1
MEADOWLINE WAY WATER INTERCONNECT FACILITY
WALL / FENCE PLAN

W.O. No.
CIP No.
PROJECT No.
SHEET 6 OF 11

PAVING, GRADING & DRAINAGE PLAN, MEADOWLINE WAY WATER INTERCONNECT FACILITY

MDS Proj. Data: I:\89430\ENGINEERING\Plans\PGrade Created: 03.26.2021 01:31:46 PM Author:---- Last Edit: 04.09.2021 03:58:12 PM By: Station105
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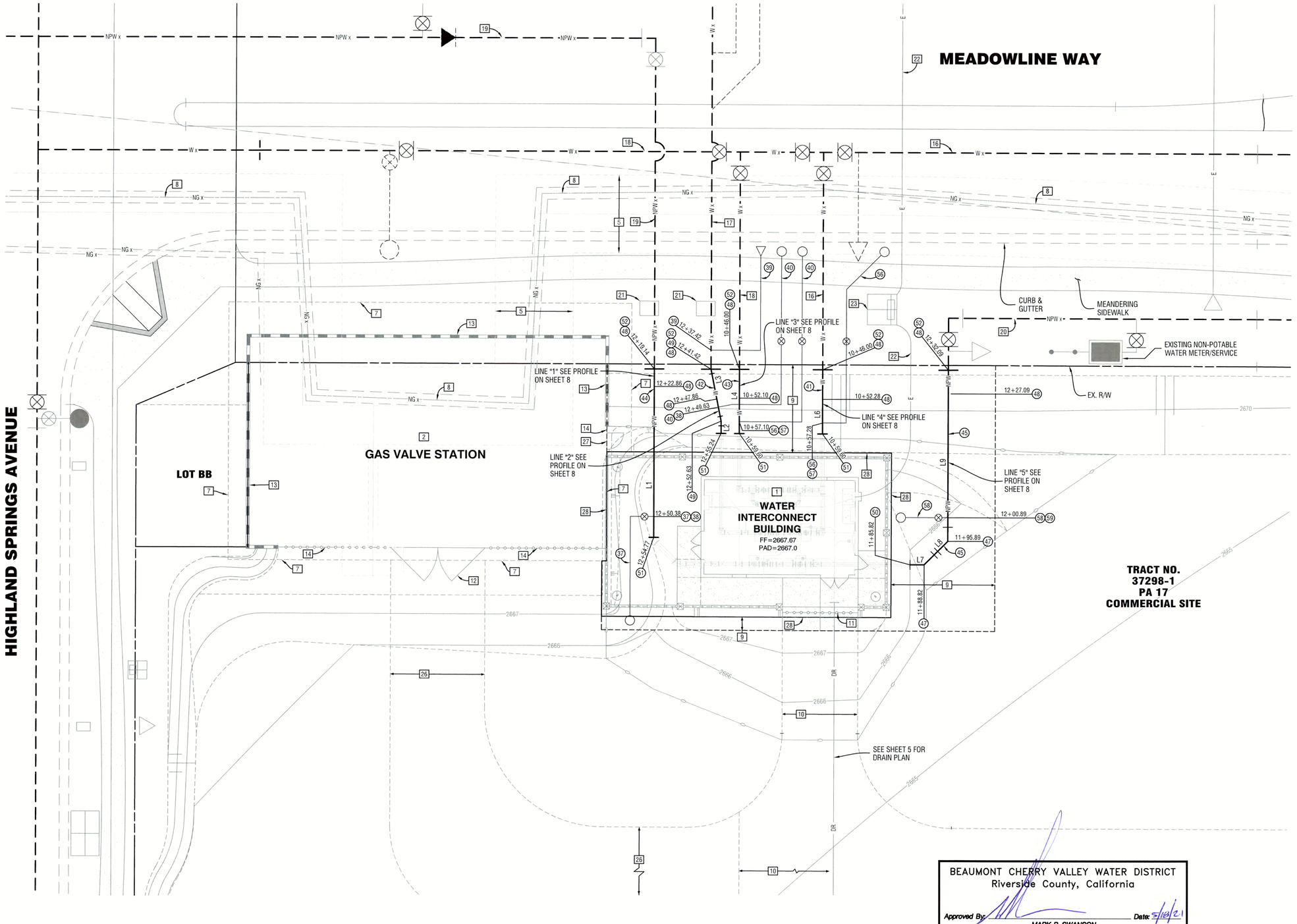

WATER IMPROVEMENTS:

37. INSTALL NON-POTABLE 4" BLOW-OFF PER BCVWD STD. DWG. NO. PLATE 3-1
38. ADJUST WATER VALVE TO GRADE PER BCVWD STD. DWG. NO. PLATE 2.
39. INSTALL 2" COMBINATION AIR-VAC ASSEMBLY PER BCVWD STD. DWG. NO. PLATE 5-1
40. INSTALL 4" BLOW-OFF PER BCVWD STD. DWG. NO. PLATE 3-1
41. INSTALL 12" D.I.P. (CLASS 350) WITH V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31 - POTABLE WATER (BANNING FOOTHILL WEST ZONE)
42. INSTALL 12" D.I.P. (CLASS 350) WITH V-BIO POLYETHYLENE ENCASEMENT PER BCVWD STD. DWG. NO. PLATE 6-1 (BCVWD 2850 ZONE, DOMESTIC)
43. INSTALL 12" D.I.P. (CLASS 350) WITH V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31 - POTABLE WATER (BANNING MOUNTAIN NORTH ZONE)
44. INSTALL 12" D.I.P. (CLASS 350) WITH PURPLE V-BIO POLYETHYLENE ENCASEMENT PER BCVWD STD. DWG. NO. PLATE 6-1 (BCVWD 2800 ZONE, NON-POTABLE)
45. INSTALL 8" D.I.P. (CLASS 350) WITH PURPLE V-BIO POLYETHYLENE ENCASEMENT PER CITY STD. DWG. NO. W-31 - NON-POTABLE WATER (BANNING FOOTHILL WEST ZONE)
47. INSTALL 8" - 45° D.I.P. ELBOW
48. INSTALL 12" - 45° D.I.P. ELBOW
49. INSTALL 12" - 11.25° D.I.P. ELBOW
50. INSTALL 8" BLIND FLANGE
51. INSTALL 12" BLIND FLANGE
52. REMOVE BLIND FLANGE AND JOIN WATER MAIN
56. INSTALL 4" BLOW-OFF ASSEMBLY PER CITY STD. DWG. NO. W-19
57. ADJUST VALVE COVER TO GRADE PER CITY STD. DWG. NO. W-20
58. INSTALL 4" BLOW-OFF ASSEMBLY PER CITY STD. DWG. NO. N-19
59. ADJUST VALVE COVER TO GRADE PER CITY STD. DWG. NO. N-15

NOTES

1. PROPOSED WATER INTERCONNECT FACILITY PER MECHANICAL ENGINEER'S PLANS. (POTABLE - BCVWD 2850 ZONE TO BANNING FOOTHILL WEST ZONE) (NON-POTABLE - BCVWD 2800 ZONE TO BANNING FOOTHILL WEST ZONE) (POTABLE - BANNING MOUNTAIN NORTH ZONE TO BANNING FOOTHILL WEST ZONE)
2. PROTECT EXISTING SOCAL GAS VALVE STATION FACILITIES IN PLACE.
5. EXISTING SOCAL GAS EASEMENT TO REMAIN (W=16.5')
7. FUTURE SOCAL GAS EASEMENT PER SEPARATE INSTRUMENT.
8. EXISTING 30" GAS TRANSMISSION MAIN - PROTECT IN PLACE.
9. PROPOSED PUBLIC UTILITY EASEMENT PER SEPARATE INSTRUMENT.
10. PROPOSED PUBLIC ACCESS & UTILITY EASEMENT PER SEPARATE INSTRUMENT.
11. PROPOSED 16' SLIDING GATE PER MECHANICAL ENGINEER'S PLANS.
12. PROPOSED TUBULAR STEEL VEHICULAR ACCESS GATES PER SEPARATE SOCAL GAS PLAN.
13. PROPOSED 8' HIGH TUBULAR STEEL FENCE ON TOP OF MASONRY BLOCK RETAINING WALL PER SEPARATE SOCAL GAS PLAN.
14. PROPOSED 8' HIGH TUBULAR STEEL FENCE PER SOCAL GAS RELOCATION PLAN
16. EXISTING 12" POTABLE WATER (BANNING FOOTHILL WEST ZONE)
17. EXISTING 12" POTABLE WATER (BCVWD 2850 ZONE)
18. EXISTING 12" POTABLE WATER (BANNING MOUNTAIN NORTH ZONE)
19. EXISTING 12" NON-POTABLE WATER (BCVWD 2800 ZONE)
20. EXISTING 8" NON-POTABLE WATER (BANNING FOOTHILL WEST ZONE)
21. EXISTING 10" BACKFLOW PREVENTER
22. PROPOSED UNDERGROUND ELECTRIC PER DRY UTILITY CONSULTANT'S RECOMMENDATIONS.
23. PROPOSED ELECTRICAL TRANSFORMER PER DRY UTILITY CONSULTANT'S RECOMMENDATIONS.
26. FUTURE SOCAL GAS ACCESS EASEMENT
27. PROPOSED EMERGENCY ACCESS MAN GATE PER SEPARATE SOCAL GAS PLAN.
28. PROPOSED PROPERTY LINE PER SEPARATE INSTRUMENT.

LINE TABLE

LINE #	BEARING	DISTANCE
L1	N 0°10'12" E	35.63'
L2	N 0°10'12" E	2.61'
L3	N 11°04'48" W	11.21'
L4	N 0°10'12" E	13.60'
L6	N 0°10'12" E	13.60'
L7	N 89°49'48" W	3.00'
L8	N 45°10'12" E	7.07'
L9	N 0°10'12" E	36.20'

GRAPHIC SCALE
10 0 5 10 20 40
(IN FEET)
1 inch = 10 ft.

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California
Approved By: _____ Date: 5/10/21
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

Call before you Dig
Avoid cutting underground utility lines. It's easy.
Call 811 or 1-800-422-4133

REVISIONS

MARK		APPR	DATE

PLANS PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SUBMITTED BY:
EDWARD J. LENTH
RCE# 052496 EXP. 12-31-22
DATE 4/19/2021

REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTH
No. 052496
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21
SENIOR CIVIL ENGINEER
DATE 5/3/2021

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22
PUBLIC WORKS DIRECTOR/CITY ENGINEER
DATE 5/10/21

WATER IMPROVEMENT PLAN
TRACT NO. 37298-1
MEADOWLINE WAY WATER INTERCONNECT FACILITY
LINES "1" THROUGH "5"

W.O. No.
CIP No.
PROJECT No.
SHEET 7 OF 11

PAVING, GRADING & DRAINAGE PLAN, MEADOWLINE WAY WATER INTERCONNECT FACILITY

MDS Proj. Data: I:\89436\ENGINEERING\Plans\PGrade Created: 04.09.2021 02:07:36 PM Author:---- Last Edit: 04.09.2021 04:01:03 PM By: Station105
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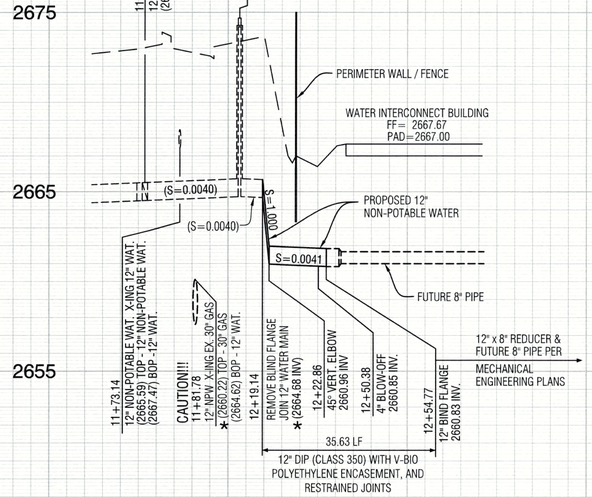
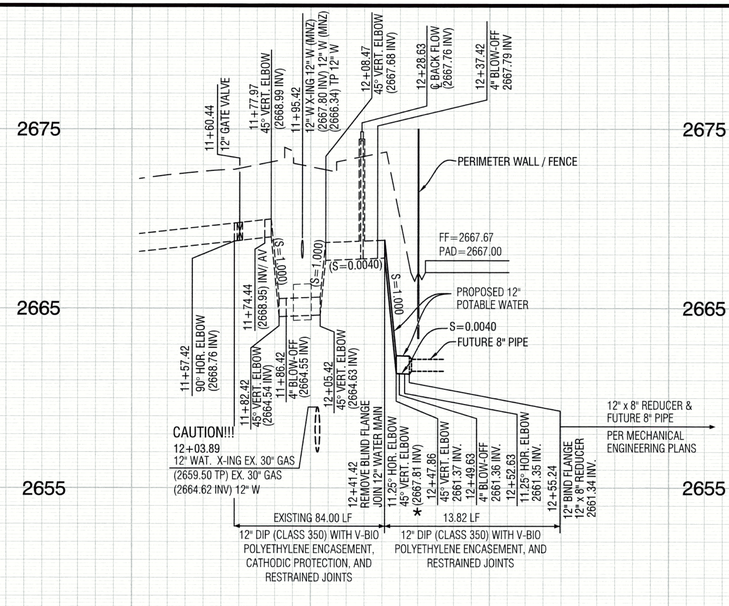


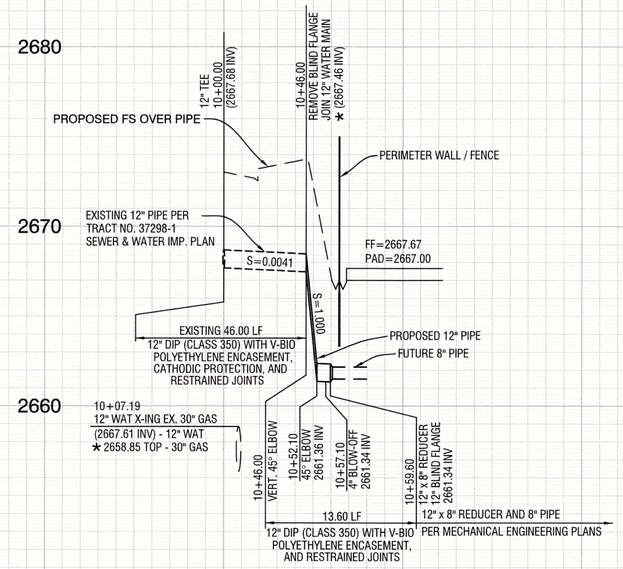
LINE 1

NON-POTABLE WATER (BCVWD 2800 ZONE)



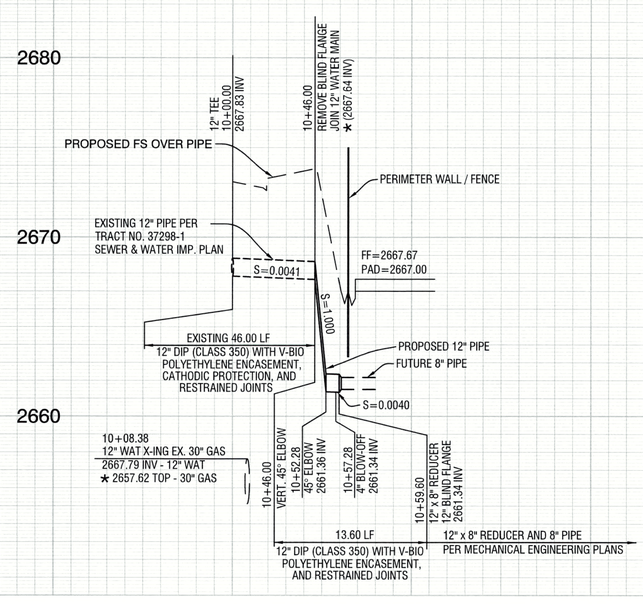
LINE 2

POTABLE WATER (BCVWD 2850 ZONE)



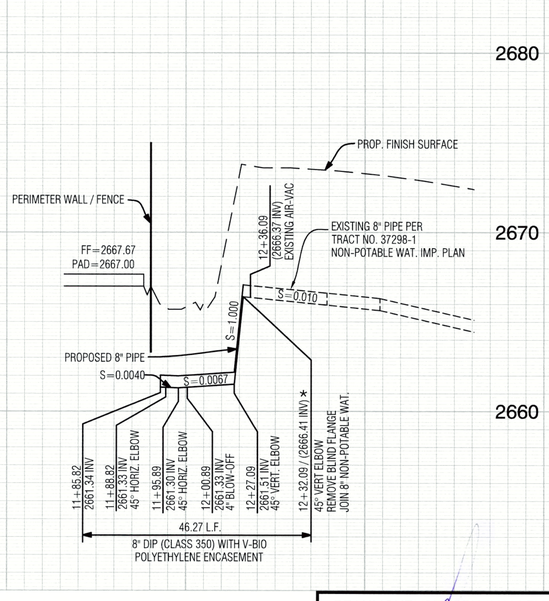
LINE 3

POTABLE WATER (BANNING MOUNTAIN NORTH ZONE)



LINE 4

POTABLE WATER (BANNING FOOTHILL WEST ZONE)



LINE 5

NON-POTABLE (BANNING FOOTHILL WEST ZONE)

PROFILE UTILITY NOTES:
- CONTRACTOR SHALL VERIFY EXACT LOCATION AND ELEVATION PRIOR TO CONSTRUCTION.

PROFILE SCALE:
HORIZ: 1" = 40'
VERT: 1" = 4'

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California

Approved By: _____ Date: 5/16/21
MARK B. SWANSON
District Engineer
R.C.E. No. 72332

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REVISIONS

MARK		APPR	DATE

PLANS PREPARED BY:
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MORSE SCHULTZ
17320 Redhill Avenue
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SUBMITTED BY:
EDWARD J. LENTH
RCE# 052496 EXP. 12-31-22
5/15/2021
DATE

REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTH
No. 052496
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21
SENIOR CIVIL ENGINEER
5/3/2021
DATE

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22
PUBLIC WORKS DIRECTOR/CITY ENGINEER
5/10/21
DATE

WATER IMPROVEMENT PLAN
TRACT NO. 37298-1
MEADOWLINE WAY WATER INTERCONNECT FACILITY
WATER PROFILES LINES 1-5

W.O. No.
CIP No.
PROJECT No.
SHEET 8 OF 11

PAVING, GRADING & DRAINAGE PLAN, MEADOWLINE WAY WATER INTERCONNECT FACILITY

MDS Proj. Data: I:\89430\ENGINEERING\Plans\PGrade Created: 04.09.2021 01:43:59 PM Author:---- Last Edit: 04.15.2021 09:02:22 AM By: station105
MDS File: 89436-WAT-INT-MEDOWLINE_PG-SHT08 (Wat) Plot Scale: 0.388863 Dwg Scale: 1 Plot Date: 04.19.2021 7:13:45 AM By: station105

EROSION AND SEDIMENT CONTROL NOTES:

1. INFORMATION ON THIS PLAN IS FOR EROSION PREVENTION AND SEDIMENT CONTROL ONLY. THESE NOTES ARE COMPREHENSIVE AND SHOULD BE APPLIED ACCORDING TO THE SITE-SPECIFIC CONDITIONS FOR EACH INDIVIDUAL PROJECT. THIS DISCHARGER IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF A COMBINATION OF EROSION AND SEDIMENT CONTROLS BY OCTOBER 1ST OF EACH YEAR FOR ALL APPLICABLE SOIL-DISTURBING ACTIVITIES (CLEARING, GRADING, EXCAVATING) AND ON ALL EXPOSED SLOPES THROUGHOUT THE ENTIRE SITE. THE DISCHARGER IS ALSO RESPONSIBLE FOR ANY DISCHARGES FROM SUBCONTRACTORS.

2. STORMWATER RUNOFF SHOULD BE FILTERED PRIOR TO DISCHARGING TO A STORMWATER CONVEYANCE SYSTEM (NATURAL WATERCOURSES, STREETS, FLOW-LINES, DRAINAGE INLETS, ETC.). ALL NON-PERMITTED DISCHARGES ARE PROHIBITED FROM ENTERING ANY STORMWATER CONVEYANCE SYSTEM YEAR-ROUND.

   DISCHARGER CONTACT INFORMATION:
   JERRY DOLBEE
   PARDEE HOMES
   PHONE: (951) 534-6734

3. IF SOIL DISTURBANCE MEETS OR EXCEEDS ONE ACRE, THE SITE MUST BE COVERED UNDER THE STATE GENERAL CONSTRUCTION PERMIT, A NOTICE OF INTENT (NOI) MUST BE FILED WITH THE STATE WATER RESOURCES CONTROL BOARD (SWRCB). A WASTE DISCHARGE IDENTIFICATION (WDID) NUMBER SHALL BE PROVIDED TO THE CITY, AND A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE IMPLEMENTED THROUGHOUT THE DURATION OF THE PROJECT AND BE READILY AVAILABLE ONSITE TO CITY AND STATE INSPECTORS. AN SWPPP TEMPLATE CAN BE DOWNLOADED FROM THE CITY'S WEBSITE AT WWW.BANNING.CA.US UNDER NPDES INFORMATION.

4. DURING THE RAINY SEASON (OCTOBER 1 - APRIL 30), THE DISCHARGER SHALL MAKE AVAILABLE, AS NECESSARY, EQUIPMENT AND WORKERS FOR EMERGENCY WORK TO PROTECT THE SITE. ADDITIONAL EROSION AND SEDIMENT CONTROL MATERIALS SHALL BE STOCKPILED AT VARIOUS LOCATIONS THROUGHOUT THE SITE FOR IMMEDIATE IMPLEMENTATION.

5. ALL EROSION AND SEDIMENT CONTROLS SHALL BE INSPECTED, RESTORED, REPAIRED, OR MODIFIED REGULARLY THROUGHOUT THE SITE TO PROTECT DOWNGRADE PERIMETERS, ADJACENT PROPERTIES, ENVIRONMENTALLY SENSITIVE AREAS, AND ALL PRIVATE AND PUBLIC STORMWATER CONVEYANCE SYSTEMS. IF ANY EROSION AND SEDIMENT CONTROLS FAIL DURING THE RAINY SEASON, MORE EFFECTIVE ONES WILL BE REQUIRED IN THEIR PLACE.

6. DURING THE RAINY SEASON, CLEARING SHALL BE LIMITED TO AREAS THAT WILL RECEIVE IMMEDIATE GRADING. A COMBINATION OF EROSION AND SEDIMENT CONTROLS SHALL BE IMPLEMENTED IN AREAS THAT HAVE BEEN CLEARED.

7. DURING THE RAINY SEASON, EROSION CONTROL FOR GRADED SLOPES SHALL INCLUDE 100% VEGETATIVE COVERAGE, WOOD MULCH, STAPLED OR PINNED BLANKETS (STRAW OR COCONUT), PLASTIC SHEETING (10-MIL), POLYPROPYLENE MATS, OR OTHER MEASURE APPROVED BY THE DIRECTOR OF PUBLIC WORKS. FOR SPRAY-ON CONTROLS, ONLY BONDED AND STABILIZED FIBER MATRIX PRODUCTS WITH MINIMUM APPLICATION RATES OF 3500 LB/ACRE AND 10 GAL/ACRE, RESPECTIVELY, SHALL BE USED FOR GRADES OF 4:1 AND GREATER. JUTE NETTING SHALL NOT BE USED AS A STANDALONE EROSION CONTROL. IF HYDROSEEDING IS IMPLEMENTED, THE APPLICATION MUST ALLOW SUFFICIENT TIME FOR ADEQUATE SEED GROWTH. INACTIVE GRADED PADS SHALL BE PROTECTED WITH ACRYLIC/LATEX POLYMERS, SOIL STABILIZERS, FIBER MATRIX, OR OTHER MEASURE APPROVED BY THE CITY ENGINEER.

8. SEDIMENT CONTROLS SHALL INCLUDE DESILTING BASINS, GRADED BERMS, FIBER ROLLS, SILT FENCES, GRAVEL-BAG CHEVRONS (3/4" GRAVEL), CHECK DAMS, DRAINAGE INLET PROTECTION, ETC.

9. ALL ONSITE AND OFFSITE FLOW-LINES (V-DITCHES, BROW-DITCHES, TERRACE DRAINS, RIBBON GUTTERS, CURB GUTTERS, ETC.) AND DRAINAGE INLETS SHALL BE FREE OF SEDIMENT, CONSTRUCTION MATERIALS, CONSTRUCTION WASTE, MISCELLANEOUS DEBRIS, AND DETERIORATED EROSION AND SEDIMENT CONTROLS AT ALL TIMES.

10. CONSTRUCTION WASTE AND MISCELLANEOUS DEBRIS SHALL BE PLACED IN WATERTIGHT BINS. WIRE MESH TRASH RECEPTACLES WILL NOT BE ALLOWED. WASH-OUT STATIONS SHALL BE PROVIDED FOR CONCRETE, PAINTS, AND STUCCO AND SHALL BE LINED WITH PLASTIC AND LOCATED AWAY FROM STREETS, SIDEWALK RIGHTS-OF-WAY, AND DRAINAGE INLETS. PRIOR TO ANY FORECASTED RAIN, BINS AND WASH-OUTS SHALL BE COVERED WITH A LID OR PLASTIC TARP PREVENTING ANY OVERFLOW INTO THE DRAINAGE SYSTEM.

11. CONSTRUCTION ACCESSES SHALL BE STABILIZED WITH A COMBINATION OF GRAVEL AND SHAKER PLATES YEAR-ROUND TO PREVENT TRACK-OUT ONTO STREETS. FOR RESIDENTIAL DEVELOPMENTS WITH STREET GRADES EXCEEDING 2%, INDIVIDUAL DRIVEWAYS SHALL ALSO BE PROTECTED WITH GRAVEL TO PREVENT TRACK-OUT ONTO INTERIOR STREETS. GRAVEL SHALL ALSO BE PLACED ON DRIVEWAYS THAT ARE USED TO ACCESS INDIVIDUAL LOTS. ROUTINE STREET SWEEPING SHALL BE PERFORMED ON ALL PAVED STREETS WHERE TRACKING IS OBSERVED. VACUUM SWEEPERS SHALL BE USED WHEN STREET SWEEPERS BECOME INEFFECTIVE. CONTROLLED STREET WASHING WILL BE ONLY BE ALLOWED PRIOR TO THE APPLICATION OF ASPHALTS SEAL COATS. HOWEVER, DRAINAGE INLETS SHALL BE PROTECTED TO FILTER THE WASH WATER.

12. SILT AND DEBRIS SHALL BE REMOVED FROM CHECK DAMS, CHEVRONS, SILT FENCES, DESILTING BASINS, STREETS, ONSITE AND OFFSITE FLOWLINES, DOWNGRADIENT DRAINAGE INLETS AFFECTED BY A DISCHARGE FROM THE SITE, AND OTHER PRIVATE AND PUBLIC STORMWATER CONVEYANCE SYSTEMS PRIOR TO AND AFTER EACH STORM EVENT. FOR RESIDENTIAL DEVELOPMENTS, SILT FENCE SHALL BE INSTALLED ALONG INTERIOR STREETS AND COMBINED WITH GRAVEL-BAG OR SILT-FENCE-CHEVRONS INSIDE THE SIDEWALK RIGHT-OF-WAY, WHERE APPLICABLE.

13. DESILTING BASINS SHALL BE CONSTRUCTED AT THE START OF ALL GRADING OPERATIONS AND SIZED ACCORDING TO THE STATE GENERAL CONSTRUCTION PERMIT (3600 CUBIC FEET OF STORAGE PER ACRE DRAINED), EVEN IF THE SITE DOES NOT REQUIRE COVERAGE UNDER THIS PERMIT. WATER SHALL BE FILTERED AND DRAINED FROM THE BASINS BETWEEN STORM EVENTS.

14. STORMWATER RUNOFF SHALL NOT BE DIRECTED OVER ANY SLOPES WITHOUT PERMANENT DOWNDRAINS INSTALLED. TEMPORARY EROSION AND SEDIMENT CONTROLS ARE REQUIRED ON ALL EXPOSED SLOPES UNTIL SUFFICIENT PERMANENT LANDSCAPING HAS BEEN ESTABLISHED. FIBER ROLLS SHALL BE INSTALLED IN INCREMENTS OF 10 FEET MEASURED VERTICALLY ON THE FACE OF SLOPE FOR GRADES OF 3:1 AND GREATER IN COMBINATION WITH FIBER MATRIX PRODUCTS OR BLANKETS. SILT FENCE SHALL BE INSTALLED AT THE TOE OF ALL EXPOSED SLOPES 3' OR MORE IN HEIGHT.

15. MATERIAL STORAGE AREAS SHALL BE ESTABLISHED. FUEL TANKS, PORTABLE TOILETS, LIQUIDS, GELS, AND POWDERS SHALL BE STORED AWAY FROM STREETS, SIDEWALK RIGHTS-OF-WAY, AND DRAINAGE INLETS AND SHALL HAVE SECONDARY CONTAINMENT. STOCKPILES OF SOIL SHALL BE PROTECTED PRIOR TO A FORECASTED RAIN.

16. ALL PORTABLE MIXERS SHALL HAVE PLASTIC UNDER-LINERS TO CONTAIN SPILLAGE. GRAVEL BAGS SHALL ALSO BE PLACED ON THE DOWNHILL SIDE OF THE LINERS TO CONTAIN DISCHARGES.

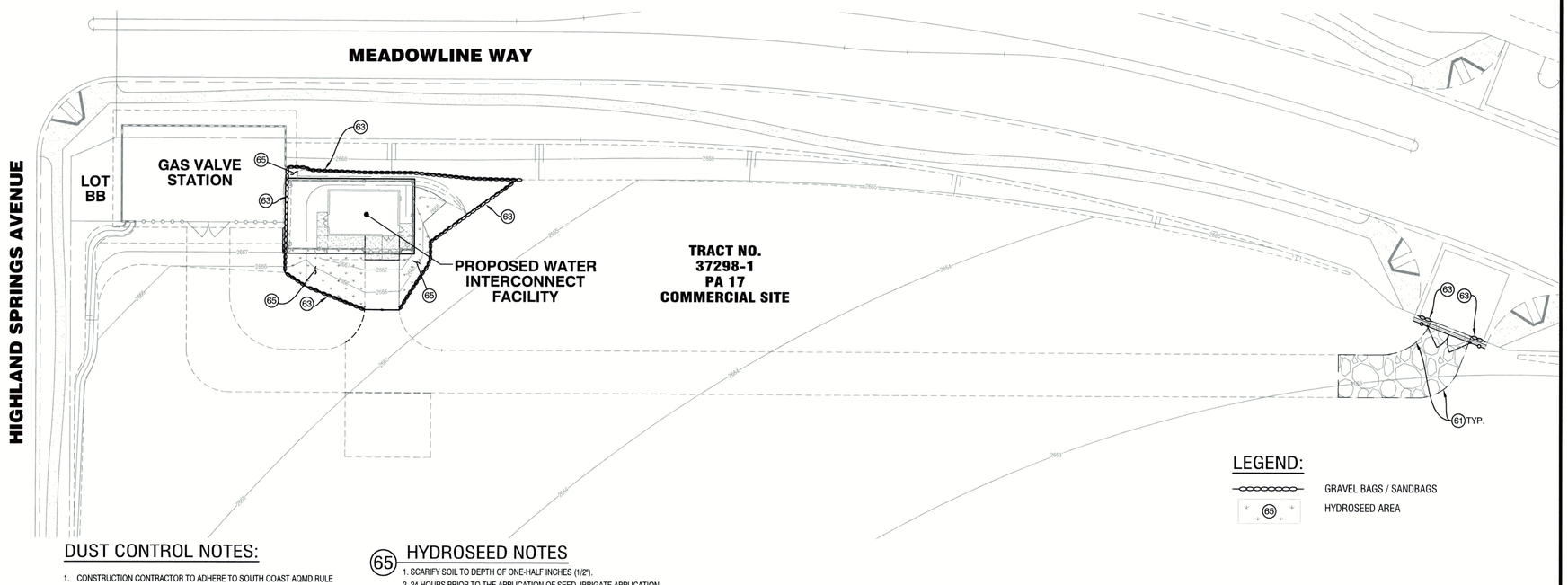
17. THE DISCHARGER SHALL PROPERLY POST AND SECURE SITE AREAS WHERE IMPOUNDED WATER, DUE TO EROSION AND SEDIMENT CONTROL DEVICES OR ANYTHING ELSE, CREATES A HAZARDOUS CONDITION TO THE PUBLIC. HOWEVER, EMERGENCY ACCESSES SHALL BE MAINTAINED AT ALL TIMES.

18. NO OBSTRUCTIONS, OTHER SEDIMENT CONTROLS, SHALL BE ALLOWED AT ANY EXISTING PUBLIC, OR PRIVATE, STORMWATER CONVEYANCE SYSTEM, UNLESS ADEQUATE TEMPORARY OR PERMANENT DRAINAGE FACILITIES HAVE BEEN APPROVED BY THE DIRECTOR OF PUBLIC WORKS TO CARRY SURFACE WATER TO THE NEAREST PRACTICAL STORM DRAIN OR NATURAL WATERCOURSE.

19. FILL AREAS SHALL HAVE EROSION AND SEDIMENT CONTROLS IMPLEMENTED WHILE BEING BROUGHT UP TO GRADE. THESE MEASURES INCLUDE: TEMPORARY DOWNDRAINS (PIPES OR PAVED DITCHES WITH PROTECTED OUTFALLS); EARTH BERMS AT THE TOP OF SLOPES; VEGETATION; MULCH; FIBER MATRIX PRODUCTS; BLANKETS; PONDING AREAS; CHECK DAMS; FIBER ROLLS; GRAVEL BAGS AROUND DRAINAGE INLETS; AND APPROPRIATE GRADING TO DIRECT DRAINAGE AWAY FROM THE EDGE OF THE TOP OF SLOPES.

20. SLOPE PROTECTION MUST BE IN PLACE DURING THE RAINY SEASON PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY TO PREVENT EROSION.

21. THE DEPARTMENT OF PUBLIC WORKS RESERVES THE RIGHT TO MAKE CHANGES TO THIS PLAN. THE DEPARTMENT'S APPROVAL OF THIS PLAN DOES NOT RELIEVE THE DISCHARGER FOR CORRECTIONS OF ERRORS AND OMISSIONS DISCOVERED DURING CONSTRUCTION.



LEGEND:

GRAVEL BAGS / SANDBAGS

65 HYDROSEED AREA

DUST CONTROL NOTES:

1. CONSTRUCTION CONTRACTOR TO ADHERE TO SOUTH COAST AQMD RULE 403 FOR IMPLEMENTATION OF FUGITIVE DUST CONTROL MEASURES IN COORDINATION WITH LATEST "RULE 403 FUGITIVE DUST IMPLEMENTATION HANDBOOK."
2. EXCESSIVE FUGITIVE DUST CONTROL EMISSIONS SHALL BE CONTROLLED BY REGULAR WATERING OR OTHER DUST PREVENTION MEASURES, AS SPECIFIED IN THE SCAQMD'S RULES AND REGULATIONS. IN ADDITION, IN ACCORDANCE WITH SCAQMD RULE 402, THE APPLICANT SHALL IMPLEMENT DUST SUPPRESSION TECHNIQUES TO PREVENT FUGITIVE DUST FROM CREATING A NUISANCE OFF-SITE.
3. ALL ACTIVE PORTIONS OF THE CONSTRUCTION SITE SHALL BE WATERED AT LEAST TWICE DAILY TO PREVENT EXCESSIVE AMOUNTS OF DUST.
4. ON-SITE VEHICLE SPEED SHALL BE LIMITED TO 15 MPH.
5. ALL ON-SITE PERMANENT ROADS SHALL BE PAVED, WATERED AS NEEDED, OR CHEMICALLY STABILIZED.
6. VISIBLE DUST BEYOND THE PROPERTY LINE WHICH EMANATES FROM THE PROJECT SHALL BE PREVENTED TO THE MAXIMUM EXTENT FEASIBLE THROUGH THE USE OF DUST SUPPRESSANT TECHNIQUES IDENTIFIED ABOVE.
7. USE OF DUST SUPPRESSANT TECHNIQUES IDENTIFIED ABOVE.
8. ALL MATERIAL TRANSPORTED OFF-SITE SHALL BE EITHER SUFFICIENTLY WATERED OR SECURELY COVERED TO PREVENT EXCESSIVE AMOUNTS OF DUST PRIOR TO DEPARTING THE JOB SITE.
9. TRACK-OUT DEVICES SHALL BE USED AT ALL CONSTRUCTION SITE ACCESS POINTS.
10. ALL DELIVERY TRUCK TIRES SHALL BE WATERED DOWN AND/OR SCRAPED DOWN PRIOR TO DEPARTING THE JOB SITE.
11. REPLACE GROUNDCOVER ON DISTURBED AREAS WITHIN THE REQUIRED TIMEFRAMES IDENTIFIED IN RULE 403.

DUST CONTROL MEASURES & RECORDKEEPING

PRIOR TO ISSUANCE OF ANY GRADING PERMIT, THE GRADING PLAN SHALL INDICATE DUST MANAGEMENT MEASURES FOR REVIEW AND APPROVAL BY THE CITY ENGINEER, TO IDENTIFY VIABLE DUST CONTROL MEASURES AND INCLUDE A MONITORING PLAN TO BE IMPLEMENTED THROUGHOUT THE CONSTRUCTION PHASES OF THE SPECIFIC PLAN. IN ACCORDANCE WITH THE SPECIFIC PLAN AND CITY'S MUNICIPAL CODE, THE DUST MANAGEMENT MEASURES SHALL MINIMIZE WIND-BLOWN PARTICLES BY INCLUDING:

- AN EROSION AND SEDIMENT CONTROL PLAN TO MINIMIZE WIND OR WATERBORNE TRANSPORT OF SOIL ONTO ADJACENT PROPERTIES, STREETS, STORM DRAINS, OR DRAINAGES.
- DEVELOPER AND CONSTRUCTION CONTRACTOR SHALL IMPLEMENT DUST CONTROL MANAGEMENT PLAN MEASURES AND MONITORING IN ACCORDANCE WITH THE LATEST VERSION OF SCAQMD RULE 403 FUGITIVE DUST IMPLEMENTATION HANDBOOK, INCLUDING TABLES 1, 2 AND 3 OF SAID HANDBOOK.
- A MONITORING PLAN WILL BE IMPLEMENTED USING THE LATEST VERSION OF SCAQMD RULE 403 FUGITIVE DUST IMPLEMENTATION HANDBOOK.
- DEVELOPER AND CONSTRUCTION CONTRACTOR SHALL MAINTAIN RECORD KEEPING OF IMPLEMENTATION OF DUST CONTROL MEASURES USING THE LATEST SAMPLE PROVIDED IN THE SCAQMD RULE 403 FUGITIVE DUST IMPLEMENTATION HANDBOOK.

65 HYDROSEED NOTES

1. SCARIFY SOIL TO DEPTH OF ONE-HALF INCHES (1/2").
2. 24 HOURS PRIOR TO THE APPLICATION OF SEED, IRRIGATE APPLICATION AREA TO A MINIMUM DEPTH OF FOUR INCHES (4").
3. THE HYDROSEED SLURRY SHALL HAVE THE FOLLOWING SPECIFICATIONS PER ACRE:
   - A. COMMERCIAL FERTILIZER: 200 LBS. 15-15-15 (IRRIGATED NATIVE MIXES)
   - B. 300 LBS I.B.D.U. 31-0-0
   - C. SOIL CONDITIONER 500 LBS. CALCIUM CARBONATE (US GYPSUM OR EQUAL)
   - D. FIBER MULCH
     1. 2,000 LBS. 100% WOOD FIBER, SLOPE APPLICATIONS 4:1 AND STEEPER (CONWED OR ECO-FIBER OR EQUAL)
     2. 1,500 LB., 100%WOOD FIBER, FLAT APPLICATIONS LESS THAN 4:1 (CONWED OR ECO-FIBER OR EQUAL)
   - E. ORGANIC SOIL STABILIZER
     1. 150 LB. ECOLOGICAL CONTROLS M-BINDER, SLOPES.
     2. 80 LB. ECOLOGICAL CONTROLS M-BINDER, FLAT.
   - F. MICROBIAL INNOCULANT
     1. 60 LB. AM-120 (PER ACRE).
4. APPLICATION
   - A. APPLY HYDROMULCH WITH SOIL THOROUGHLY MOIST.
   - B. APPLY FIBER SEED, FERTILIZER, SOIL CONDITIONER, SOIL STABILIZER AND WATER AT RECOMMENDED RATES.
5. THIRTY (30) DAYS AFTER SEEDING FERTILIZER WITH SIX (6) LB., 16-20-0 PER 1,000 SQ. FEET AND IRON SULFATE AT THE RATE OF TWO (2) POUNDS PER 1,000 SQ. FT.

HYDROSEED MIX

(IN ACCORDANCE WITH MM HAZ-12)

SPECIES	PURE LIVE SEED BS/ACRE
FESTUCA MICROSTACHYS	6.0
MUHLENBERGIA MICROSPERMA	1.0
TRIFOLIUM CILIOLATUM	2.0
ESCHSCHOLZIA CALIFORNICA	1.0
STIPA HYMENOIDES	6.0
ELYMUS ELYMOIDES	2.0
TRIFOLIUM HIRTUM, HYKON	8.0
LUPINUS BICOLOR	1.5
LASTHENIA CALIFORNICA	0.5

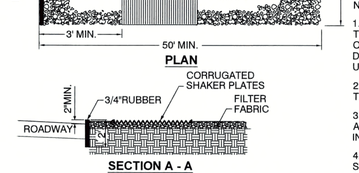
NOTE: PLS LBS/ACRE = LBS/ACRE. PLS LBS/ACRE IS THE MOST ACCURATE WAY SPECIFY SEEDS AND TAKES INTO ACCOUNT BOTH PURITY AND GERMINATION. PLS % = % PURITY X % GERMINATION.

IF SEED MIX IS HYDRAULICALLY APPLIED, THE FOLLOWING SLURRY COMPONENTS SHALL BE USED:

FOR SLOPES BETWEEN 10:1 AND 3:1:	
WOOD FIBER MULCH	2,000 LBS/ACRE
HYDROPOST PREMIUM COMPOSITE	1,000 LBS/ACRE
ECOLOGY CONTROLS M-BINDER	150 LBS/ACRE
FOR SLOPES 3:1 AND STEEPER:	
FLEXTERRA HP-FGM	3,500 LBS/ACRE
HYDROPOST PREMIUM COMPOST	1,000 LBS/ACRE

EROSION AND SEDIMENT CONTROL PLAN

61 CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE PER DETAIL HEREON
63 INSTALL 2 BAG HIGH GRAVELBAG SEDIMENT BARRIER PER DETAIL HEREON
64 APPLY DUST CONTROL TO SITE PRIOR TO FORECASTED WINDY WEATHER PER CASQA BMP WE-1
65 APPLY HYDROSEED IMMEDIATELY AFTER ROUGH GRADING IS COMPLETED. SEE HYDROSEED NOTES ON THIS SHEET.



NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.
4. *PER CALIFORNIA STORMWATER QUALITY ASSOCIATION STORMWATER BEST MANAGEMENT.

61 STABILIZED CONSTRUCTION ENTRANCE

N.T.S.

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California

Approved By: _____ Date: 5/14/21

MARK B. SWANSON
District Engineer
R.C.E. No. 72332

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

PAVING, GRADING & DRAINAGE PLAN, MEADOWLINE WAY WATER INTERCONNECT FACILITY

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 OR 1-800-422-4133

REVISIONS

MARK		APPR	DATE

PLANS PREPARED BY:
MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Avenue Suite 350 Irvine, CA 92614 Voice: 949-251-8821
PLANNERS ENGINEERS SURVEYORS

SUBMITTED BY:
EDWARD J. LENTH RCE# 052496 EXP: 12-31-22 — DATE 5/15/2021

REGISTERED PROFESSIONAL ENGINEER — EDWARD J. LENTH — No. 052496 — Exp. 12-31-22 — CIVIL — STATE OF CALIFORNIA

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21 SENIOR CIVIL ENGINEER — DATE 5/3/2021

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 PUBLIC WORKS DIRECTOR/CITY ENGINEER — DATE 5/16/21

EROSION AND SEDIMENT CONTROL PLAN
TRACT NO. 37298-1
MEADOWLINE WAY WATER INTERCONNECT FACILITY

W.O. No.
CIP No.
PROJECT No.
SHEET 9 OF 11

MDS Proj. Data: I:\89436\ENGINEERING\Plans\PGrade Created: 02.23.2021 05:46:47 PM Author:---
Last Edit: 04.09.2021 04:05:40 PM By: Station105
MDS File: 89436-WAT-INT-MEDOWLINE_PG-SHT09 (Erosion).dwg Plot Scale: 0.369863 Dwg Scale: 1
Plot Date: 04.15.2021 9:04:08 AM By: Station105

DESIGN CRITERIA:
1. DESIGN CRITERIA PER 2019 CBC AND GEOTECHNICAL RECOMMENDATIONS
2. ALLOWABLE SOIL BEARING PRESSURE = 2000 PSF (WITH INCREASE PER SOILS REPORT)
3. ALLOWABLE SOIL PASSIVE PRESSURE = 250 PCF
4. COEFFICIENT OF FRICTION = 0.35
5. LEVEL ACTIVE PRESSURE = 40 PCF
6. AT-REST PRESSURE = 62 PCF
7. MASONRY COMPRESSIVE STRENGTH, f'm = 1500psi. SPECIAL INSPECTION NOT REQUIRED PER CBC SECTION 1704.2 EXCEPTION 2, 'U' OCCUPANCY.

LOADING:
1. SEISMIC, 5% DAMPING @ 1 SECOND ACCELERATION Cs=0.816Wt.
2. DESIGN WIND = EXP. C @ 120mph

GEOTECHNICAL NOTES:

1. GEOTECHNICAL INVESTIGATION: GEOCON WEST, INC., PROJECT No. T2305-22-11G, AUGUST 28, 2020.

2. FOUNDATION MATERIAL: APPROVED FILL PER GEOTECHNICAL INVESTIGATION.

3. MINIMUM FOUNDED DEPTH OF FOOTINGS:
   BELOW ROUGH PAD GRADE 30"
   BELOW LOWEST ADJACENT FINISHED GRADE 30"

4. FOUNDING OF FOOTINGS & SLABS: ON APPROVED COMPACTED SOILS AS NOTED IN GEOTECHNICAL INVESTIGATION.

CONSTRUCTION NOTES:

1. REINFORCING STEEL SHALL BE DEFORMED AND CONFORM TO ASTM A615 GRADE 60. PROVIDE SPLICES (LAPS) OF 48 BAR DIAMETERS OR 24 INCHES, WHICHEVER IS GREATER. CENTER VERTICAL BARS IN CELLS, U/O. SEE DETAIL 1/-

2. JOINT REINFORCEMENT ("LADDER" TYPE) SHALL BE COLD-DRAWN STEEL WIRE CONFORMING TO ASTM A951. PROVIDE MINIMUM 6 INCH LAP SPLICES.

3. CONCRETE SHALL BE TYPE II WITH A MINIMUM COMPRESSIVE STRENGTH @ 28 DAYS, AS FOLLOWS: FOOTINGS = 2,500 psi
   WALL STEM = 3,600 psi

4. CONCRETE MUST BE CAST DIRECTLY AGAINST UNDISTURBED SOIL, U/O BY SOILS REPORT.

5. MASONRY UNITS SHALL CONFORM TO ASTM C90. ANGELUS BLOCK PRECISION, SPLIT FACE, BURNISHED, OR SHOTBLAST, WITH OR WITHOUT MORTARLESS HEAD JOINTS (TONGUE-AND-GROOVE), OR ANGELUS BLOCK SLUMPSTONE SHALL BE USED.

6. MORTAR SHALL BE SPEC MIX TYPE S PREBLENDED MASONRY MORTAR AS MANUFACTURED BY E-Z MIX INC., CONFORMING TO PROPORTIONS AND REQUIREMENTS OF ASTM C270, OR SPEC MIX IWR MASONRY MORTAR AS MANUFACTURED BY E-Z MIX INC., CONFORMING TO PROPERTY REQUIREMENTS OF ASTM C270. COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE 2000psi.

7. GROUT SHALL CONFORM TO ASTM C476, WITH AN 8-11 INCH SLUMP, AND SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS OF 2000psi.

8. FIRST COURSE MAY BE WET-SET 1 1/2 INCHES MAX. WHILE CONCRETE IS PLASTIC.

9. CONCRETE BLOCK SHALL BE LAID IN RUNNING BOND PATTERN WITH VERTICAL CONTINUITY OF THE CELLS U.N.O.

10. VERTICAL CONTROL JOINTS SHALL BE SPACED AT A MAXIMUM OF 40'-0"o.c. OR 20'-0"o.c. IF WALL IS TO BE STUCCO COATED OR MORTAR WASHED SEE DETAIL 2/-

11. GROUT ALL CELLS WITH REINFORCEMENT U.I.O.

12. INSPECTIONS:
   A. AFTER FOOTING IS READY FOR CONCRETE AND ALL FOOTING REINFORCING IS TIED IN PLACE.
   B. AFTER VERTICAL REINFORCEMENT IS IN PLACE AND CELLS ARE READY FOR GROUT.

13. FOR TYPICAL REINFORCING AT WALL INTERSECTIONS SEE DETAIL 4/-

14. FOR TYPICAL FOOTING STEP SEE DETAIL 2/-

15. FOR TYPICAL DRAINAGE BLOCK-OUT SEE DETAIL 5/-

16. CLEAR (CLR.) OR CENTERLINE WHERE REFERENCED TO VERTICAL REINFORCING PER DETAIL 6/-

17. RETAINING WALL BACKFILL SHOULD CONSIST OF SANDY SOILS THAT MUST MEET AT LEAST ONE OF THE FOLLOWING CRITERIA:
   A. A SAND EQUIVALENT (SE) OF 30 OR GREATER PER CALIFORNIA TEST METHOD (CTM) 217, OR
   B. A MAXIMUM OF 35 PERCENT FINES (PASSING THE NO. 200 SIEVE) PER AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM) D 421/422 AND AN EXPANSION INDEX OF 20 OR LESS.
   RETAINING WALL BACKFILL SHOULD ALSO BE LIMITED TO FILL MATERIAL NOT EXCEEDING 3 INCHES IN GREATEST DIMENSION. SEE GEOTECHNICAL INVESTIGATION FOR ADDITIONAL RECOMMENDATIONS.

18. SEE SOILS REPORT FOR THE HORIZONTAL LIMITS OF SAND BACKFILL REQUIRED.

19. WALLS HAVE NOT BEEN DESIGNED FOR SURCHARGE RESULTING FROM VEHICULAR TRAFFIC OR ADJACENT FOOTINGS U.I.O.

20. EXCAVATION FOR WALL/ FOUNDATION SHALL NOT UNDERMINE ANY ADJACENT STRUCTURES. TEMPORARY SHORING AND STABILIZATION OF ADJACENT STRUCTURES SHALL BE PROVIDED BY THE CONTRACTOR AS REQUIRED

CONCRETE AND REINFORCING NOTES (CODE CHAPTER 19):

1. CONTRACTOR TO PROVIDE CONCRETE MIX DESIGNS FROM AN APPROVED LABORATORY OR FROM THE CONCRETE SUPPLIER PREPARED UNDER THE SUPERVISION OF, SIGNED, AND SEALED BY A CALIFORNIA REGISTERED ARCHITECT, CIVIL OR STRUCTURAL ENGINEER.

2. REINFORCEMENT:
   A) DETAILING, FABRICATION AND PLACING: SHALL CONFORM TO ACI315 AND ACI318. CERTIFICATION AND TESTING OF REINFORCING STEEL SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF ASTM STANDARDS.

   B) MINIMUM CONCRETE COVER:
   CAST AGAINST & EXPOSED TO EARTH 3"
   EXPOSED TO EARTH OR WEATHER 2"
   NOT EXPOSED TO WEATHER OR IN CONTACT WITH GROUND:
   SLABS, WALLS, JOISTS 3/4"
   BEAMS, COLUMNS (TIES, STIRRUPS, SPIRALS) 1-1/2"

   C) CHAIRS, SPACERS AND AND PLATES: AS REQUIRED TO MAINTAIN CONCRETE COVER.

   D) VERTICAL REINFORCEMENT: SHALL BE DOWELED TO SUPPORTING MEMBERS WITH THE SAME SIZE AND SPACING OF REINFORCEMENT AS SHOWN IN THE DRAWINGS AND GENERAL NOTES.

   E) SPACING: CLEAR DISTANCE BETWEEN PARALLEL REINFORCEMENT IN A LAYER SHALL NOT BE LESS THAN 1-1/2 TIMES THE NOMINAL DIAMETER OF THE REINFORCEMENT, OR 1-1/3 TIMES MAXIMUM SIZE AGGREGATE, NOR LESS THAN 1-1/2".

   F) TACK WELDING, WELDING, HEATING OR CUTTING OF BARS: NOT PERMITTED UON.

   G) SPLICES (STANDARD LAPS): AS SCHEDULED, 40 DIAMETERS OR 24 INCHES WHICHEVER IS GREATER UON ON DRAWINGS. STAGGER BOTTOM SPLICES AT LEAST 5'-0" FROM SPLICES IN OTHER BOTTOM REINFORCEMENT. STAGGER SPLICES FOR TOP REINFORCEMENT SIMILARLY.

3. PIPES, SLEEVES AND DUCTS: NOT TO BE PLACED IN WALLS, BEAMS, SLABS, FOOTINGS OR COLUMNS UNLESS SPECIFICALLY DETAILED.

4. ADMIXTURES: REVIEWED BY THE ENGINEER OF RECORD. CALCIUM CHLORIDE OR ADDED CHLORIDES ARE NOT PERMITTED. FLY ASH SHALL NOT BE PERMITTED IN CONCRETE MIXTURES.

5. CONSTRUCTION JOINTS: ACI 360R, 1/4-INCH AMPLITUDE MINIMUM OR KEYED JOINTS PER PLAN. LOCATION OF JOINTS TO BE REVIEWED BY THE ENGINEER OF RECORD PRIOR TO PLACEMENT OF REINFORCEMENT.

6. CONCRETE CURING: ACI 302.1R. CONCRETE SHALL BE MAINTAINED IN A MOIST CONDITION FOR A MINIMUM OF FIVE DAYS AFTER ITS PLACEMENT. FOR CONCRETE OTHER THAN SLAB ON GRADE, APPROVED CURING COMPOUNDS MAY BE USED IN LIEU OF MOIST CURING, IF APPROVED BY THE OWNER AND ARCHITECT.

7. VIBRATION: ALL CONCRETE SHALL BE CONSOLIDATED WITH MECHANICAL VIBRATORS IN ACCORDANCE WITH GENERAL PROVISIONS OUTLINED IN ACI 309R.

STRUCTURAL STEEL

1. STRUCTURAL STEEL SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS. PLATES AND BARS - ASTM A36, Fy=36 ksi, Fu=58 ksi.

2. FASTENERS FOR STRUCTURAL STEEL SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS.
   NUTS - ASTM A563.
   WASHERS - ASTM F436.
   THREADED RODS - ASTM F1554, GRADE 36.

GENERAL

1. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE DRAWINGS AND SPECIFICATIONS.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES AND SHALL CHECK ALL DIMENSIONS BEFORE COMMENCING WORK AND REPORT ANY DISCREPANCIES.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF THE BUILDING DURING CONSTRUCTION AND SHALL PROVIDE ADEQUATE SHORING, BRACING AND GUYS DURING CONSTRUCTION. SAFETY AND BRACING REQUIREMENTS SHALL BE IN ACCORDANCE WITH ALL NATIONAL, STATE AND LOCAL SAFETY ORDINANCES.

4. THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND COMPLY WITH ALL OF THE GENERAL PROVISIONS OF IBC CHAPTER 33 FOR ALL BUILDING AND SITE WORK, DEMOLITION AND CONSTRUCTION.

5. IN ALL CASES WHERE A CONFLICT MAY OCCUR, SUCH AS BETWEEN ITEMS COVERED IN STRUCTURAL SPECIFICATIONS AND NOTES ON THE DRAWINGS OR BETWEEN GENERAL NOTES AND SPECIFIC DETAILS, THE ENGINEER OF RECORD SHALL BE NOTIFIED AND HE WILL INTERPRET THE INTENT OF THE CONTRACT DOCUMENTS PRIOR TO INSTALLATION OF THAT PORTION OF WORK.

6. SIMILAR WORK: WHERE CONSTRUCTION DETAILS ARE NOT SHOWN OR NOTED FOR ANY PART OF THE WORK, SUCH DETAILS SHALL BE THE SAME AS FOR SIMILAR WORK SHOWN ON THE DRAWINGS.

7. PIPES, DUCTS, SLEEVES, CHASES, ETC.; SHALL NOT BE PLACED IN SLABS, BEAMS, OR WALLS UNLESS SPECIFICALLY SHOWN OR NOTED NOR SHALL ANY STRUCTURAL MEMBER BE CUT FOR PIPES, DUCTS, ETC., UNLESS SPECIFICALLY SHOWN. OBTAIN PRIOR WRITTEN APPROVAL FOR INSTALLATION OF ANY ADDITIONAL PIPES, DUCTS, ETC.

8. LOCATE AND PROTECT UNDERGROUND OR CONCEALED CONDUIT, PLUMBING OR OTHER UTILITIES WHERE NEW WORK IS BEING PERFORMED. IDENTIFY AND LOCATE ANY SUBTERRANEAN UTILITIES PRIOR TO ANY EXCAVATION.

9. THE CONTRACT DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE AND DO NOT INDICATE METHODS, PROCEDURES OR SEQUENCE OF CONSTRUCTION. TAKE NECESSARY PRECAUTIONS TO MAINTAIN AND ENSURE THE INTEGRITY OF THE STRUCTURE DURING CONSTRUCTION. NEITHER THE OWNER NOR ARCHITECT/ENGINEER WILL ENFORCE SAFETY MEASURES OR REGULATIONS. CONTRACTOR SHALL DESIGN, CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES, INCLUDING SHORING AND BRACING, AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS AND REGULATIONS.

10. PROPRIETARY COMPONENTS, MATERIALS, CHEMICAL, EPOXY AND WEDGE ANCHORS AND SHOT PINS SHALL BE EXACTLY AS CALLED FOR IN THESE DRAWINGS. ANY DEVIATIONS SHALL BE APPROVED OR DISAPPROVED BY THE ENGINEER OF RECORD AT THE EXPENSE OF THE ENTITY REQUESTING THE SUBSTITUTION PRIOR TO INSTALLATION.

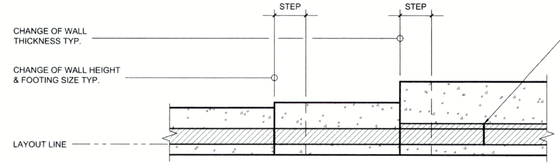
11. THE CONTRACTOR SHALL BE ULTIMATELY RESPONSIBLE FOR COORDINATION AND ASSEMBLY OF ALL PARTS OF THE CONSTRUCTION DEPICTED HEREIN. THE CONTRACTOR SHALL PERFORM ANY CONSTRUCTABILITY REVIEW OR COORDINATION DRAWINGS NECESSARY TO IDENTIFY CONSTRUCTABILITY PROBLEMS PRIOR TO CONSTRUCTION.

NOT USED

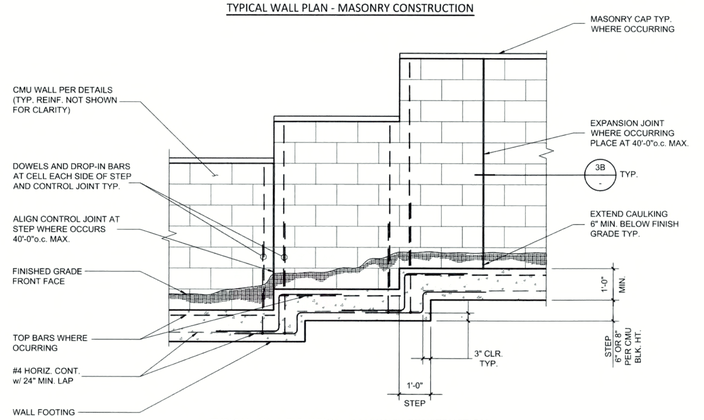
DETAIL - -

NOT USED

DETAIL - -



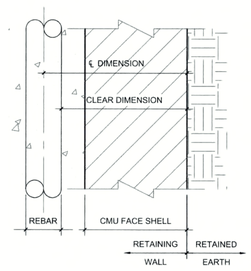
TYPICAL WALL PLAN - MASONRY CONSTRUCTION



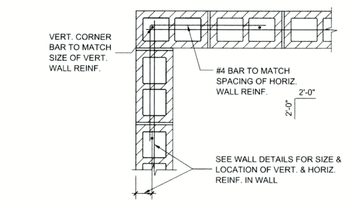
TYPICAL WALL ELEVATION - MASONRY CONSTRUCTION

DETAIL - -

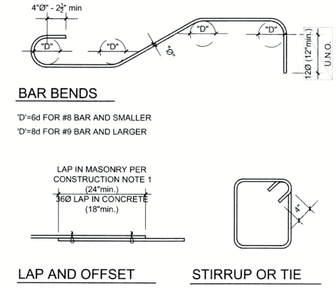
TYPICAL MASONRY WALL STEPPED FOOTING - 2



REBAR LOCATION DETAIL - 6

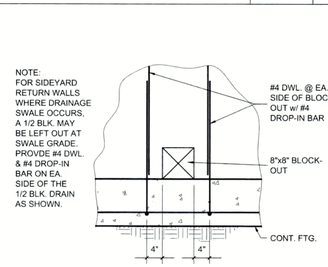


CMU WALL INTERSECTION - 4

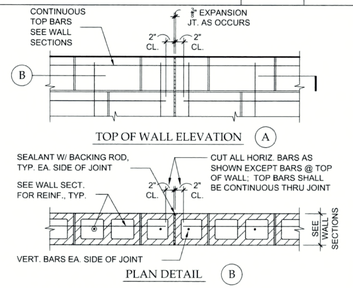


S-DT0003

TYPICAL REINFORCING - 1



DRAINAGE BLOCK-OUT - 5



NOTES: (LOCATION OF CONTROL JOINTS)
1. AT REGULAR INTERVALS NOT TO EXCEED 40'-0"
2. AT PILASTERS
3. NEAR WALL INTERSECTIONS

TYPICAL EXPANSION JOINT - 3

STRUCTURAL NOTES - -

SCOPE OF WORK:

LIMITED TO STRUCTURAL SITE WALL DESIGN AND DETAILING FOR CONSTRUCTION OF:

1. ONE (1) FREE STANDING CMU WALL WITH W.I. FENCE

2. ONE (1) CMU PILASTER

REFERENCES

THE WORK IS BASED ON THE INFORMATION SET FORTH IN THE FOLLOWING REFERENCES.

SOILS REPORT: GEOCON WEST, INC., PROJECT NO. T2305-22-11G, AUGUST 28, 2020.

SHEET INDEX

S-0: STANDARD DETAILS / STRUCTURAL NOTES

S-5.0: STRUCTURAL WALL DETAILS

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California

Approved By: _____ Date: 5/26/21

MARK B. SWANSON
District Engineer
R.C.E. No. 72332

PROJECT DESCRIPTION:

SITE WALLS

OWNER:

ENGINEER OF RECORD:

GSE
GHANIM STRUCTURAL ENGINEERING
1594 CASITAS AVE.
PASADENA, CA 91103
323.494.3208 GSE JOB #: 20-168

WATER INTERCONNECT BUILDING - SITE WALLS
TRACT 37298-1
BANNING, CA



DRAWN BY: D. HYLTON
PROJECT NUMBER: 20-168
DATE: 1 / 5 / 21

SHEET TITLE:
SITE WALLS
STANDARD DETAILS
SHEET NUMBER:
S-0

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Call 811
OR
1-800-422-4133

REVISIONS

MARK		APPR.	DATE

PLANS PREPARED BY:

SEE ABOVE RIGHT

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21 — 5/3/2021 DATE
SENIOR CIVIL ENGINEER

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — 5/6/21 DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER

PAVING, GRADING & DRAINAGE PLAN
TRACT NO. 37298-1
MEADOWLINE WAY WATER INTERCONNECT FACILITY

MASONRY WALL DETAILS

W.O. No.
CIP No.
PROJECT No.
SHEET 10 OF 11

PAVING, GRADING & DRAINAGE PLAN, MEADOWLINE WAY WATER INTERCONNECT FACILITY

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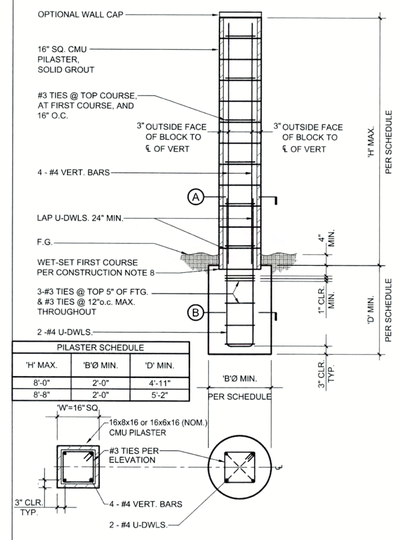
Last Edit: 04.09.2021 04:08:47 PM By: Station105 Plot Date: 04.15.2021 9:07:59 AM By: station105

DETAIL	-	-	DETAIL	-	-	DETAIL	-	-	DETAIL	-	-	CMU PILASTER	-	2
ETAIL	-	-	DETAIL	-	-	DETAIL	-	-	DETAIL	-	-	6" CMU WALL	-	1

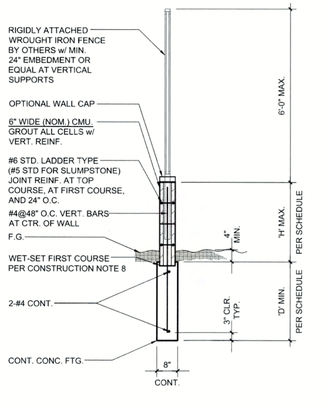
ANGELUS BLOCK MASONRY WALL SYSTEM
CMU FREE-STANDING PILASTER
POLE FOOTING



PILASTER SCHEDULE		
'H' MAX.	'B'Ø MIN.	'D' MIN.
8'-0"	2'-0"	4'-11"
8'-8"	2'-0"	5'-2"

SEE SHEET S-0 FOR STANDARD NOTES AND DETAILS.

MASONRY WALL SYSTEM
6" CMU FREE-STANDING FENCE WALL
TRENCH FOOTING



MASONRY WALL SCHEDULE	
'H' MAX.	'D' MIN.
3'-4"	2'-8"
4'-0"	2'-11"

BEAUMONT CHERRY VALLEY WATER DISTRICT
Riverside County, California

Approved By: _____ Date: 4/6/21
MARK B. SWANSON
District Engineer
R.C.E. No. 72392

Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 OR 1-800-422-4133

REVISIONS

MARK		APPR.	DATE

PLANS PREPARED BY:

SEE ABOVE RIGHT

CITY OF BANNING

RECOMMENDED FOR APPROVAL BY:
LUIS A. CARDENAS, RCE #78335 EXP. 9/30/21 — DATE 5/3/2021
SENIOR CIVIL ENGINEER

APPROVED BY:
ARTURO VELA, RCE #75696 EXP. 6/30/22 — DATE 5/6/21
PUBLIC WORKS DIRECTOR/CITY ENGINEER

PAVING, GRADING & DRAINAGE PLAN
TRACT NO. 37298-1
MEADOWLINE WAY WATER INTERCONNECT FACILITY
MASONRY WALL DETAILS

W.O. No.
CIP No.
PROJECT No.
SHEET 11 OF 11

PROJECT DESCRIPTION:
SITE WALLS
OWNER:

ENGINEER OF RECORD:
GSE
GHANIM STRUCTURAL ENGINEERING
1594 CASITAS AVE.
PASADENA, CA 91103
323.494.3208 GSE JOB #: 20-168

WATER INTERCONNECT BUILDING - SITE WALLS
TRACT 37298-1
BANNING, CA

THIS DRAWING IS THE SOLE PROPERTY OF GSE AND IS INTENDED FOR USE ONLY FOR THE PROJECT LISTED IN THE TITLE BLOCK. THIS DOCUMENT AND CONTENTS MAY NOT BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR ASSIGNED TO ANY THIRD PARTY WITHOUT WRITTEN PERMISSION BY GSE

REGISTERED PROFESSIONAL ENGINEER — DAVID A. HYLTON — No. 35889 — CIVIL — STATE OF CALIFORNIA

DRAWN BY: D. HYLTON
PROJECT NUMBER: 20-168
DATE: 1 / 5 / 21

SHEET TITLE:
SITE WALLS
WALL DETAILS
SHEET NUMBER:
S-5.0

PAVING, GRADING & DRAINAGE PLAN, MEADOWLINE WAY WATER INTERCONNECT FACILITY

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Plot Scale: 0.385883 Dwg Scale: ---
Plot Date: 04.15.2021 9:09:33 AM By: station105

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

INDEX

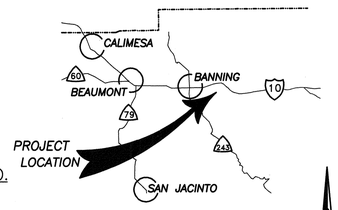
	SHEET NO.
TITLE SHEET	1
INDEX MAP, DETAILS, CONSTRUCTION NOTES & QUANTITY ESTIMATE	2
PLAN & PROFILE	3–15
MAINTENANCE PLAN	16

R.C.F.C. & W.C.D. STANDARD DRAWINGS

JS226	JUNCTION STRUCTURE NO. 1	3
JS228	JUNCTION STRUCTURE NO. 3	3
JS229	JUNCTION STRUCTURE NO. 4	6,7,9
MH252	MANHOLE NO. 2	5,6,7,8,9
MH254	MANHOLE NO. 4	4
TS301	TRANSITION STRUCTURE NO. 1	3
MH253	MANHOLE NO. 3	3

CALTRANS STANDARD DRAWINGS

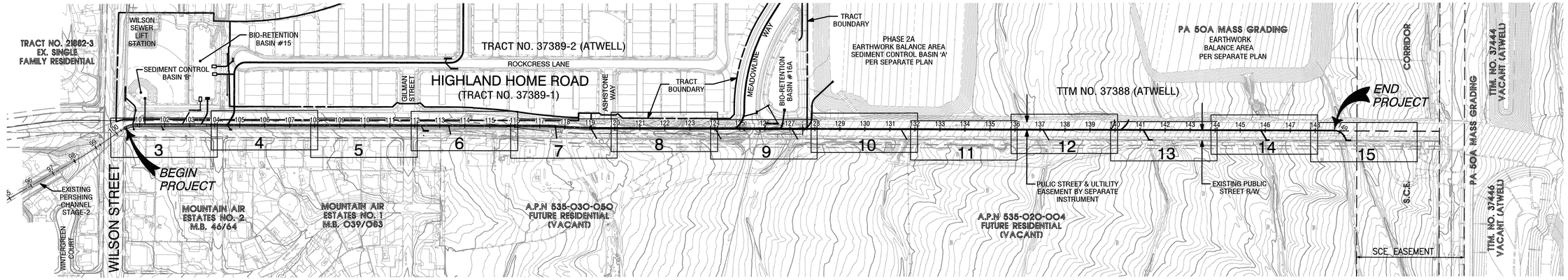
D80	CAST–IN–PLACE RCB	3



VICINITY MAP
NTS

GENERAL NOTES

1. THE CONTRACTOR SHALL CONSTRUCT THE FLOOD CONTROL IMPROVEMENTS SHOWN ON THE DRAWINGS IN CONFORMANCE WITH THE REQUIREMENTS OF THE RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT'S (DISTRICT) M.O.U. STANDARD SPECIFICATIONS DATED MARCH 2020 AND DISTRICT STANDARD DRAWINGS. FOR THE LATEST STANDARD DRAWINGS, PLEASE REFER TO THE "ENGINEERING TOOLS" PAGE FOUND ON THE "BUSINESS" SECTION OF THE DISTRICT'S WEBSITE.
2. CONTACT THE ENCROACHMENT PERMIT ENGINEER AT 951.955.1266 IF AN ENCROACHMENT PERMIT IS REQUIRED FROM THE DISTRICT. AFTER THE PERMIT IS ISSUED, THE DISTRICT MUST BE NOTIFIED ONE (1) WEEK PRIOR TO CONSTRUCTION.
3. CONTACT CONSTRUCTION MANAGEMENT AT 951.955.1288 IF CONSTRUCTION INSPECTION WILL BE PERFORMED BY THE DISTRICT. THE DISTRICT MUST BE NOTIFIED TWENTY (20) DAYS PRIOR TO CONSTRUCTION.
4. ALL STATIONING REFERS TO CENTERLINE OF CONSTRUCTION UNLESS OTHERWISE NOTED.
5. STATIONING FOR LATERALS AND CONNECTOR PIPES REFER TO THE CENTERLINE INTERSECTION STATIONS.
6. FORTY–EIGHT (48) HOURS BEFORE EXCAVATION, CALL UNDERGROUND SERVICE ALERT AT 1.800.227.2600.
7. ALL ELEVATIONS SHOWN ARE IN FEET AND DECIMALS THEREOF BASED ON THE NORTH AMERICAN VERTICAL DATUM (NAVD 88).
8. ALL COORDINATES ARE SHOWN IN FEET AND DECIMALS THEREOF BASED ON THE NORTH AMERICAN DATUM (NAD 83), CALIFORNIA COORDINATE SYSTEM (CCS), ZONE 6 AND EPOCH .
9. ALL CROSS SECTIONS ARE TAKEN LOOKING DOWNSTREAM.
10. ELEVATIONS OF UTILITIES ARE APPROXIMATE UNLESS OTHERWISE NOTED.
11. UNLESS OTHERWISE SPECIFIED, MINIMUM STREET RECONSTRUCTION SHALL BE 4" TYPE "A" HOT MIX ASPHALT OVER 6 " CLASS 2 AGGREGATE BASE OR AS SPECIFIED BY THE ENGINEER.
12. OPENINGS RESULTING FROM THE CUTTING OR PARTIAL REMOVAL OF EXISTING CULVERTS, PIPES OR SIMILAR STRUCTURES TO BE ABANDONED SHALL BE SEALED WITH 6" OF CLASS "B" CONCRETE.
13. PIPE CONNECTED TO THE MAINLINE PIPE SHALL CONFORM TO JUNCTION STRUCTURE NO. 4 (JS 229) UNLESS OTHERWISE NOTED.
14. PIPE BEDDING SHALL CONFORM TO DISTRICT STANDARD DRAWING NO. M815.
15. BH–1 INDICATES SOIL BORING LOCATIONS BASED ON THE SOILS REPORT DATED JANUARY 25, 2021. LOCATIONS SHOWN ARE APPROXIMATE.
16. "V" IS THE DEPTH OF CATCH BASINS MEASURED FROM THE TOP OF CURB TO INVERT OF CONNECTOR PIPE.
17. CATCH BASINS SHALL BE LOCATED SO THAT LOCAL DEPRESSION SHALL BEGIN AT EXISTING CURB RETURN JOINT, UNLESS OTHERWISE SPECIFIED.
18. ALL CURBS, GUTTERS, SIDEWALKS, DRIVEWAYS AND OTHER EXISTING IMPROVEMENTS ARE TO BE RECONSTRUCTED IN KIND AND AT THE SAME ELEVATION AND LOCATION AS THE EXISTING IMPROVEMENTS UNLESS OTHERWISE NOTED.
19. STANDARD DRAWINGS CALLED FOR ON THE PLAN AND PROFILE SHALL CONFORM TO DISTRICT STANDARD DRAWINGS UNLESS NOTED OTHERWISE.
20. THE CONTRACTOR IS REQUIRED TO CALL ALL UTILITY AGENCIES REGARDING TEMPORARY SHORING AND SUPPORT REQUIREMENTS FOR THE VARIOUS UTILITY LINES SHOWN ON THESE PLANS.
21. DURING ROUGH GRADING OPERATIONS AND PRIOR TO CONSTRUCTION OF PERMANENT DRAINAGE STRUCTURES, TEMPORARY DRAINAGE CONTROL SHOULD BE PROVIDED TO PREVENT PONDING WATER AND DAMAGE TO ADJACENT PROPERTIES.
22. APPROVAL OF THESE PLANS BY DISTRICT DOES NOT RELIEVE THE DEVELOPER'S ENGINEER OF RESPONSIBILITY FOR THE ENGINEERING DESIGN. IF FIELD CHANGES ARE REQUIRED, IT WILL BE THE RESPONSIBILITY OF THE DESIGN ENGINEER TO MAKE THE NECESSARY CORRECTIONS.
23. THE CONTRACTOR OR DEVELOPER SHALL SECURE ALL REQUIRED ENCROACHMENT AND/OR STATE AND FEDERAL REGULATORY PERMITS PRIOR TO THE COMMENCEMENT OF ANY WORK.
24. THE CONCRETE COATING ON THE INSIDE OF ALL REINFORCED CONCRETE PIPES AND STRUCTURES MUST BE INCREASED TO PROVIDE A MINIMUM OF 1–1/2" OVER THE REINFORCING STEEL AND INCREASED TO A MINIMUM OF 3 1/2" OVER REINFORCING STEEL FOR BOX CULVERT, WHEN DESIGN VELOCITIES EXCEED 20' PER SECOND. THE CONCRETE DESIGN STRENGTH IN THESE REACHES SHALL BE FE–5,000 PSI FOR VELOCITIES EXCEEDING 20' PER SECOND AND FC–6,000 PSI FOR VELOCITIES EXCEEDING 30' PER SECOND.
25. CONSTRUCTION JOINTS FOR CALTRANS STANDARD REINFORCED CONCRETE BOX SHALL BE PLACED ACCORDING TO DISTRICT STANDARD DRAWING NO. BOX 401.
26. ROCK FOR ACCESS ROADS, TURN AROUNDS AND OTHER AREAS WITHIN DISTRICT RIGHT OF WAY AS SHOWN ON THE PROJECT DRAWINGS AND AS DIRECTED BY THE ENGINEER SHALL MEET THE REQUIREMENTS FOR 1" X NO. 4 COARSE AGGREGATE AS PER SECTION 90–1.02C(4)(B) OF THE CALTRANS SPECIFICATIONS. X VALUES FOR ROCK GRADATION SHALL BE 75 AND 15 FOR 3/4" AND 3/8" RESPECTIVELY. ROCK SHALL ADDITIONALLY MEET THE SPREADING AND COMPACTION REQUIREMENTS OF SECTIONS 26–1.03D AND 26–1.03E OF THE CALTRANS SPECIFICATIONS. FURTHERMORE, ROCK DEPTH SHALL NOT EXCEED 3" AND SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER. ROCK SHALL NOT CONTAIN RECYCLED CONCRETE PRODUCTS.



INDEX MAP
SCALE 1"=200'

CITY OF BANNING

RECOMMENDED BY:

KEVIN D. SIN, RCE #71299 EXP. 12/31/23 — DATE 8/31/22
SENIOR CIVIL ENGINEER

APPROVED BY:

NATHAN C. SMITH, RCE #74754 EXP. 12/31/23 — DATE 8/31/22
DEPUTY DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

ENGINEER

REGISTERED PROFESSIONAL ENGINEER — EDWARD J. LEAHY — No. 052496 — Exp. 12-31-22 — CIVIL — STATE OF CALIFORNIA

MDS CONSULTING — MORSE SCHULTZ
17320 Redhill Ave. Suite 350 Irvine, CA 92614
Voice: 949-251-8821 FAX: 949-251-0516
PLANNERS ENGINEERS SURVEYORS

PREPARED UNDER THE SUPERVISION OF: RCE No. 52496 DATE 08/30/22

Don't Dig...Until You Call U.S.A. Toll Free 1-800-227-2600
For the location buried utility lines
Don't disrupt vital services.
TWO WORKING DAYS BEFORE YOU DIG

PERMANENT BENCH MARK — B.M. NO. MWD 401 1992
ELEVATIONS AS SHOWN HEREON ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 BASED LOCALLY UPON THE FOLLOWING BENCH MARK: 3-1/4" STANDARD ALUMINUM MWD DISK, FLUSH, LOCATED IN BANNING, 0.6 MILES SOUTH ALONG HIGHLAND SPRINGS AVENUE FROM THE INTERSECTION OF HIGHLAND SPRINGS AVENUE AND THE SOUTHERN PACIFIC RAILROAD BRIDGE, 17.5 FEET EAST OF THE CENTERLINE OF HIGHLAND SPRINGS AVENUE AT THE NORTHWEST CORNER OF CATCH BASIN AT THE TOP OF CURB, 0.5 FEET EAST OF FACE OF CURBS.
ELEVATION=2534.10

REVISIONS			
REF.	DESCRIPTION	APPR.	DATE

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
P8 NUMBER: 244643

RECOMMENDED FOR APPROVAL BY: CHIEF, DEVELOPER SERVICES DATE: 09.15.2022

APPROVED BY: GENERAL MANAGER-CHIEF ENGINEER DATE: 9-16-2022

TRACT NO. 37389-1

WEST PERSHING CHANNEL STAGE 5
STORM DRAIN
TITLE SHEET / SHEET INDEX

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 1 OF 16

D:\854\05_ENGINEERING\Perris\Storm Drain\Off-site\TGT\SAMPLE\854-05-SD 01.dwg, Aug 29, 2022

ABBREVIATIONS

RCFC&WCD	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT
BC	BEGIN CURVE
EC	END CURVE
PRC	POINT OF REVERSE CURVE
PCC	POINT OF COMPOUND CURVE
℄	CENTERLINE
EA.	EACH
EX.	EXISTING
FL	FLOW LINE
LAT.	LATERAL
LF	LINEAR FEET
INV.	INVERT
PROP.	PROPOSED
R/W	RIGHT OF WAY
ST.	STREET
STA.	STATION
TC	TOP OF CURB
SHT.	SHEET
MH	MANHOLE
JS	JUNCTION STRUCTURE
TS	TRANSITION STRUCTURE
HGL	HYDRAULIC GRADE LINE
RCP	REINFORCED CONCRETE PIPE
RCB	REINFORCED CONCRETE BOX
WSE	WATER SURFACE ELEVATION
ELEV	ELEVATION
CF	CURB FACE
W	WIDTH
W8	8"DOSMETIC WATER
NPW8	8"NON-PORTABLE WATER
SS8	8"SEWER

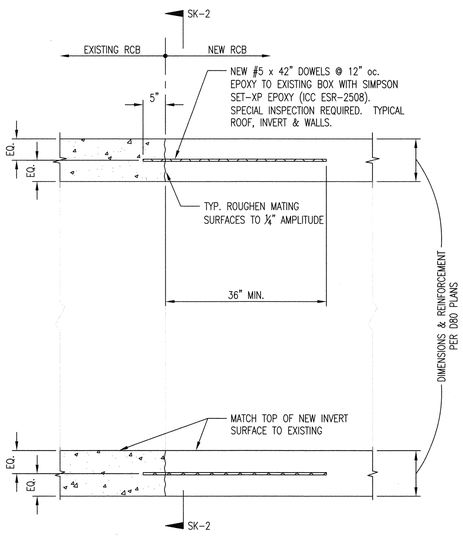
LEGEND

CP1-K3 / 1 — SEE ATWELL STORM DRAIN IMPROVEMENT PLAN, TRACT NO. 37389-1 37389-2, 37389-3 & 37389-5, FOR LATERAL PLANS & PROFILES

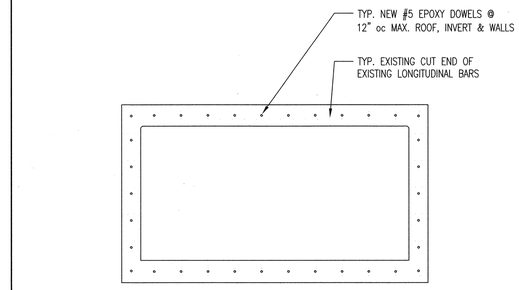
CP2-K10 / 2 — SEE ATWELL OFF-SITE STORM DRAIN IMPROVEMENT PLAN, TENTATIVE TRACT NO. 37388, FOR LATERAL PLANS & PROFILES

CONSTRUCTION NOTES AND QUANTITIES

NO.	ITEM	TOTAL	UNIT
⑨	CONSTRUCT 42" RCP STORM DRAIN (D-LOAD PER PROFILE)	285	L.F.
⑩	CONSTRUCT 54" RCP STORM DRAIN (D-LOAD PER PROFILE)	937	L.F.
⑪	CONSTRUCT 48" RCP STORM DRAIN (D-LOAD PER PROFILE)	854	L.F.
⑬	CONSTRUCT 72" RCP STORM DRAIN (D-LOAD PER PROFILE)	2,268	L.F.
⑭	CONSTRUCT 84" RCP STORM DRAIN (D-LOAD PER PROFILE)	65	L.F.
⑮	CONSTRUCT CAST-IN-PLACE REINFORCED CONCRETE SINGLE BOX PER CALTRANS STD PLAN D80	331	L.F.
⑯	CONSTRUCT MH NO. 4 PER STD MH254.	5	EA.
⑰	CONSTRUCT MH NO. 2 PER STD MH252.	8	EA.
⑱	CONSTRUCT JS NO. 4 PER STD JS229.	6	EA.
⑲	CONSTRUCT TS NO. 1 PER STD TS301.	16	L.F
⑳	CONSTRUCT JS NO. 3 PER STD JS228.	4	EA.
㉒	REMOVE AND DISPOSE EXISTING 10'WX5'H RCB	45	L.F.
㉔	REMOVE AND DISPOSE EXISTING CHANNEL	1,593	L.F.
㉕	REMOVE AND DISPOSE EXISTING CHAIN LINK FENCE	3,305	L.F.
㉖	REMOVE AND DISPOSE EXISTING TRANSITION STRUCTURE	59	L.F.
㉗	REMOVE AND DISPOSE EXISTING 24" CMP	34	L.F.
㉘	CONSTRUCT CONNECTION TO EXISTING RCB PER DETAIL HEREON.	1	EA.
㉙	CONSTRUCT MH NO. 3 PER STD MH253.	1	EA.
㉚	REMOVE AND DISPOSE EXISTING 18" CMP AND INSTALL CONCRETE BULKHEAD AT EXISTING RCB	30	L.F.
㉛	CONSTRUCT JS NO. 1 PER STD. J226.	1	EA.



SK-1: RCB SECTION AT EXISTING TO NEW TRANSITION



SK-2: EXISTING RCB CUT END SECTION

DCSE ASSOCIATES, INC. STRUCTURAL ENGINEERS

TRACT 37389-1 ATWELL Banning, CA		
DCSE JOB NO. : 21114	Det. Sheet Affected -	Struct. Sketch # 1
DATE: 8.23.21	BY: R.S.	RFI #:

1744 West Katella Ave. • Suite 107 • Orange, CA 92867 • PH: 714 997 1145 • www.dalechristian.com

REGISTERED PROFESSIONAL ENGINEER RICHARD A. SUDAK No. 4971 Exp. 9/30/2022 STRUCTURAL STATE OF CALIFORNIA

DCSE ASSOCIATES, INC. STRUCTURAL ENGINEERS

TRACT 37389-1 ATWELL Banning, CA		
DCSE JOB NO. : 21114	Det. Sheet Affected -	Struct. Sketch # 2
DATE: 8.23.21	BY: R.S.	RFI #:

1744 West Katella Ave. • Suite 107 • Orange, CA 92867 • PH: 714 997 1145 • www.dalechristian.com

REGISTERED PROFESSIONAL ENGINEER RICHARD A. SUDAK No. 4971 Exp. 9/30/2022 STRUCTURAL STATE OF CALIFORNIA

㉘ CONNECTION TO RCB DETAIL
NTS

TRACT NO. 37389-1

ENGINEER: REGISTERED PROFESSIONAL ENGINEER EDWARD J. LENTZ No. 052496 Exp. 12-31-22 CIVIL STATE OF CALIFORNIA

MDS CONSULTING — MORSE SCHULTZ — PLANNERS ENGINEERS SURVEYORS
17320 Redhill Ave. Suite 350 Irvine, CA 92614 Voice: 949-251-8821 FAX: 949-251-0516

PREPARED UNDER THE SUPERVISION OF: RCE No. 52496 DATE 8/30/22

Don't Dig...Until You Call U.S.A. Toll Free 1-800-227-2600
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REF.	REVISIONS	APPR.	DATE

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
P8 NUMBER: 244643

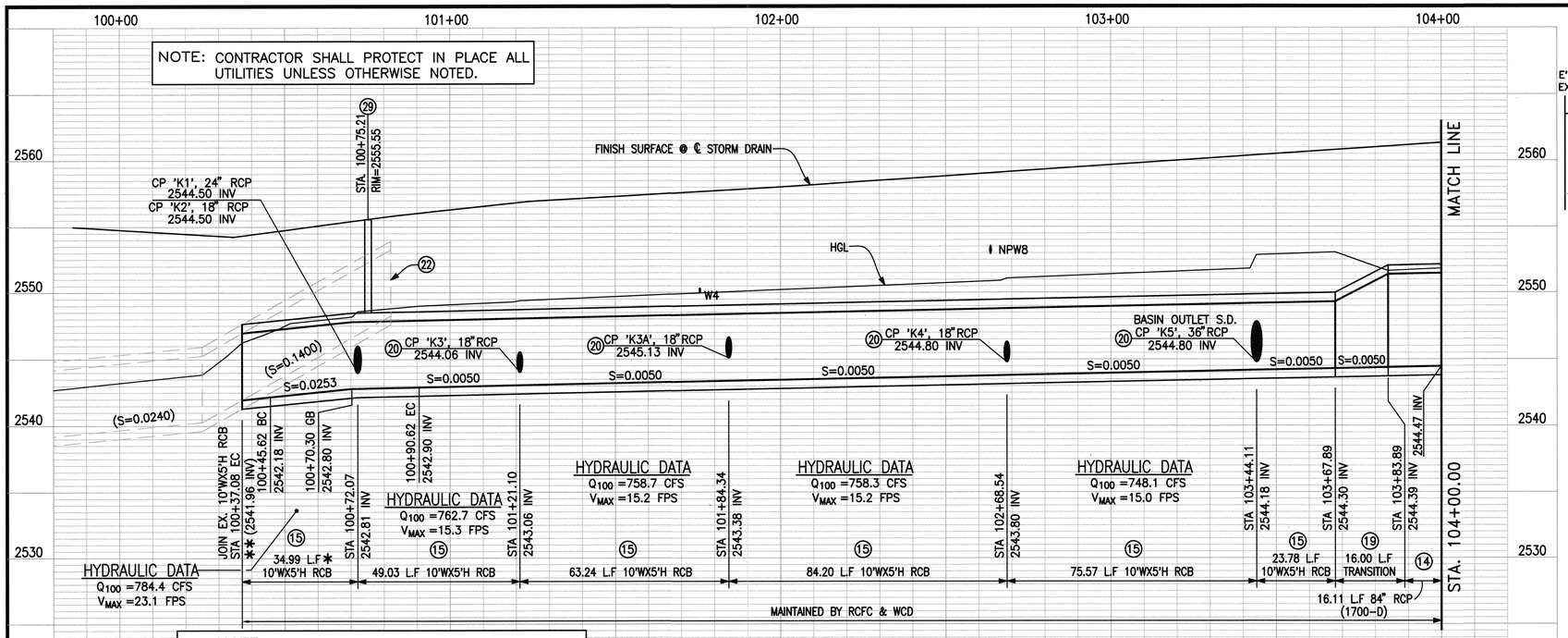
RECOMMENDED FOR APPROVAL BY: DATE: 9/15/22
APPROVED BY: DATE: 09.15.2022

WEST PERSHING CHANNEL STAGE 5
STORM DRAIN
INDEX MAP
CONSTRUCTION NOTES & QUANTITIES ESTIMATE

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 2 OF 16

L:\8405\ENGINEERING\Plans\Storm Drain\Off-site\RSFC&WCD\8405-SD 02.dwg, Aug 30, 2022

NOTE: CONTRACTOR SHALL PROTECT IN PLACE ALL UTILITIES UNLESS OTHERWISE NOTED.

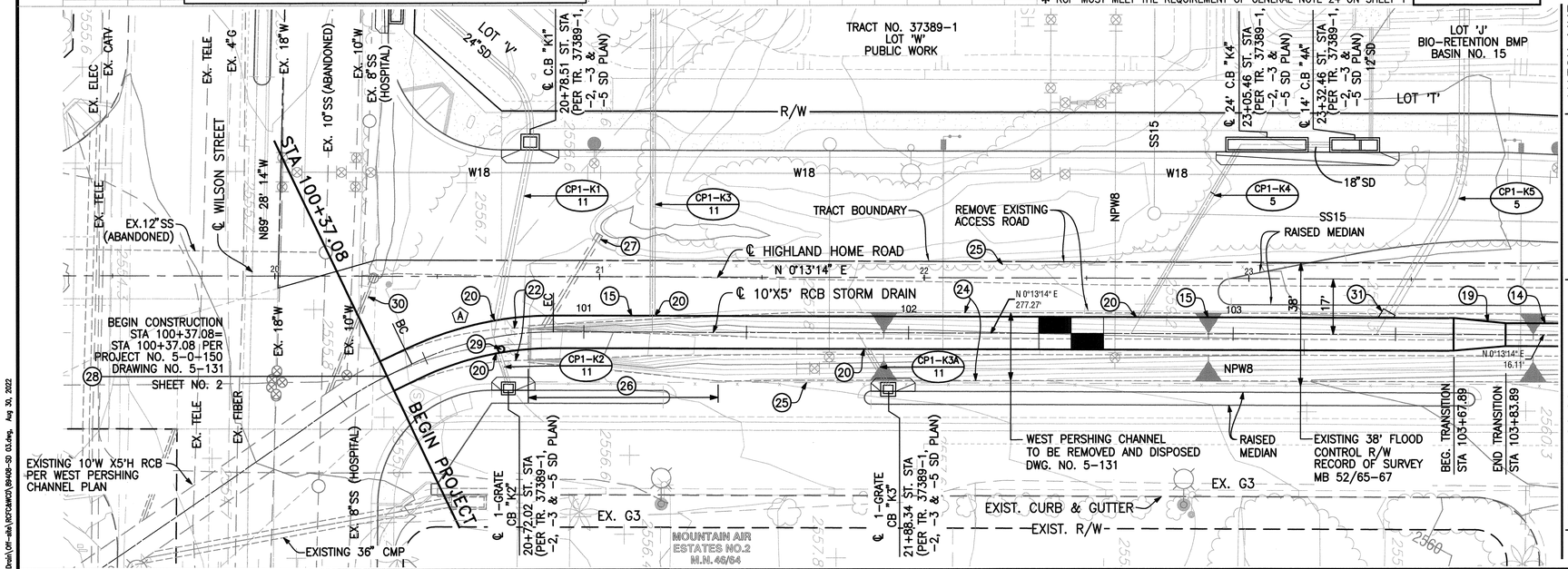


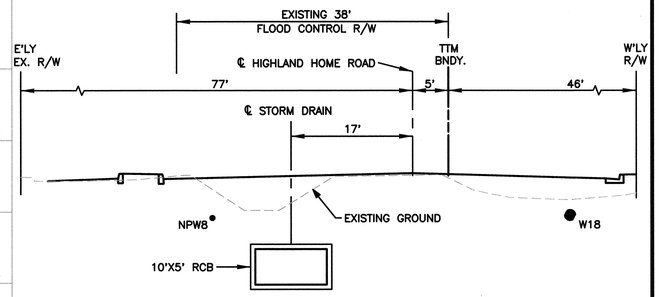
NOTE:
✱✱ CONTRACTOR TO FIELD VERIFY EXISTING LOCATIONS AND ELEVATIONS PRIOR TO CONSTRUCTION.

PROFILE

✱ RCP MUST MEET THE REQUIREMENT OF GENERAL NOTE 24 ON SHEET 1

PROFILE SCALES
HORIZON. 1"=20'
VERT. 1"=5'





SECTION AT STA. 102+50
TYPICAL FROM STA 100+42 TO STA 103+67

10' 0 10'

MANHOLE / JUNCTION STRUCTURE DATA							
LATERAL	℄ STATION	WALL STATION	STRUCTURE	A	C	R	S
CP1-K1	100+71.89	100+74.23	MH NO. 4	63.4'	7.2'	2543.88	2543.81
CP1-K2	100+71.89	100+72.55	MH NO. 4	84.6'	6.2'	2543.99	2543.81
CP1-K3	101+29.59	101+29.59	JS NO. 3	90°	–	–	–
CP1-K4	102+68.44	102+71.33	JS NO. 3	60°	–	–	–
CP1-K5	103+44.01	103+46.90	JS NO. 3	60°	–	–	–

CURVE DATA		Ⓐ
R		100.00'
∆		22°55'06"
L		40.00'
T		20.27'
B.C.		STA. 100+51.62
E.C.		STA. 100+91.62
P.I.	NORTHING	2283695.347
	EASTING	6355570.034

NOTES

⑭ CONSTRUCT 84" RCP STORM DRAIN (D-LOAD PER PROFILE)
⑮ CONSTRUCT CAST-IN-PLACE REINFORCED CONCRETE SINGLE BOX PER CALTRANS STD PLAN D80
⑲ CONSTRUCT TS NO. 1 PER STD TS301.
⑳ CONSTRUCT JS NO. 3 PER STD JS228.
㉒ REMOVE AND DISPOSE EXISTING 10'WX5'H RCB
㉔ REMOVE AND DISPOSE EXISTING CHANNEL
㉕ REMOVE AND DISPOSE EXISTING CHAIN LINK FENCE
㉗ REMOVE AND DISPOSE EXISTING 24" CMP
㉘ CONSTRUCT CONNECTION TO EXISTING RCB PER DETAIL ON SHEET 2
㉙ CONSTRUCT MH NO. 3 PER STD MH253.
㉚ REMOVE AND DISPOSE EXISTING 18" CMP AND INSTALL CONCRETE BULKHEAD AT EXISTING RCB
㉛ CONSTRUCT JS NO. 1 PER STD JS226.
㉖ REMOVE AND DISPOSE EXISTING TRANSITION STRUCTURE

PLAN
20' 0 20'

TRACT NO. 37389-1

ENGINEER
REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LEAHY
No. 052496
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Ave. Suite 350
Irvine, CA 92614
Voice: 949-251-8821
FAX: 949-251-0516
PLANNERS ENGINEERS SURVEYORS

PREPARED UNDER THE SUPERVISION OF: RCE No. 52496
DATE 8/30/22

Don't Dig...Until You Call U.S.A. Toll Free
1-800-227-2600
For the location buried utility lines
Don't disrupt vital services.
TWO WORKING DAYS BEFORE YOU DIG

PERMANENT BENCH MARK B.M. NO. MWD 401 1992
ELEVATIONS AS SHOWN HEREON ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 BASED LOCALLY UPON THE FOLLOWING BENCH MARK: 3-1/4" STANDARD ALUMINUM MWD DISK, FLUSH, LOCATED IN BANNING, 0.6 MILES SOUTH ALONG HIGHLAND SPRINGS AVENUE FROM THE INTERSECTION OF HIGHLAND SPRINGS AVENUE AND THE SOUTHERN PACIFIC RAILROAD BRIDGE, 17.5 FEET EAST OF THE CENTERLINE OF HIGHLAND SPRINGS AVENUE AT THE NORTHWEST CORNER OF CATCH BASIN AT THE TOP OF CURB, 0.5 FEET EAST OF FACE OF CURBS.
ELEVATION=2534.10

REVISIONS			
REF.	DESCRIPTION	APPR.	DATE

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
P8 NUMBER: 244643

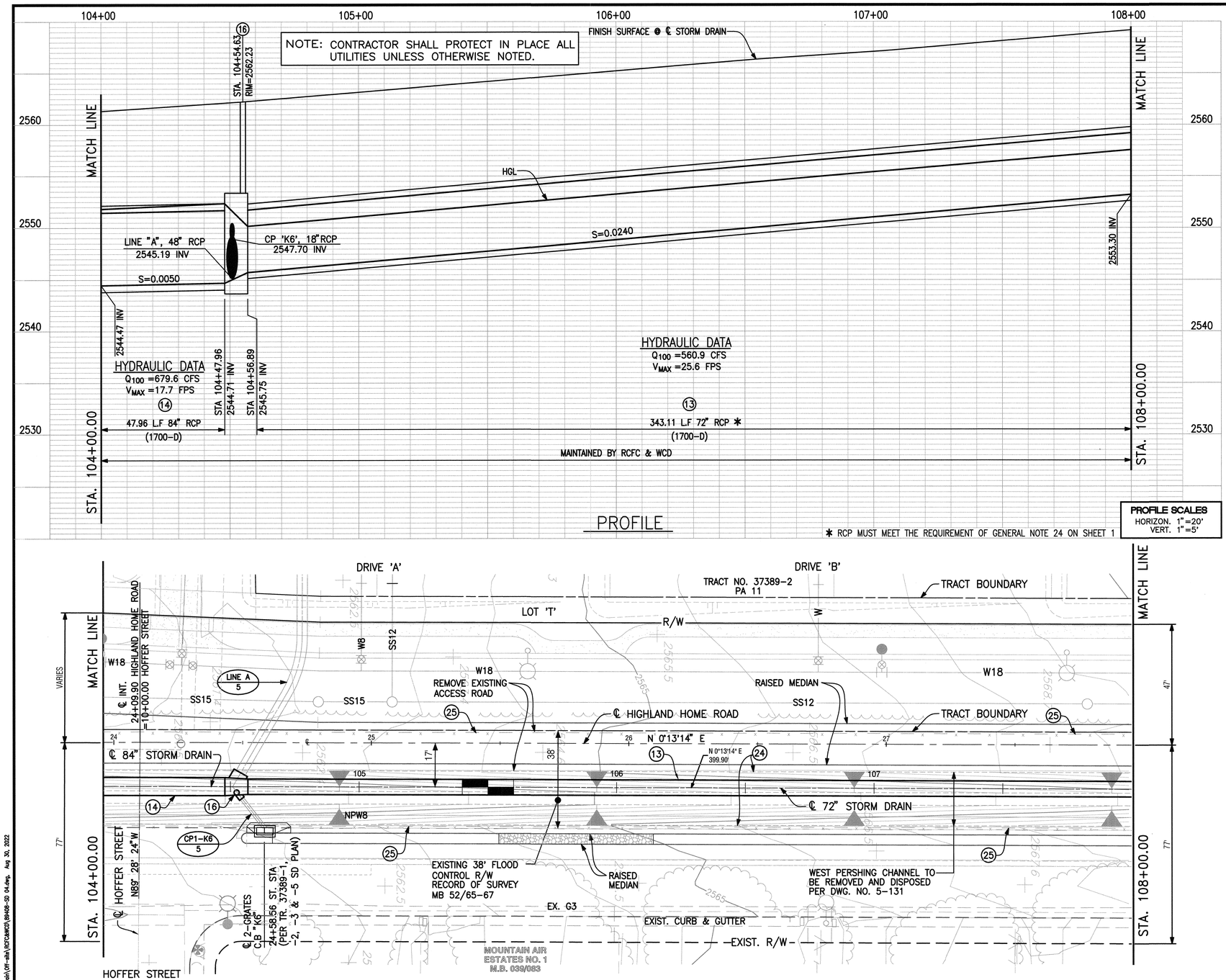
RECOMMENDED FOR APPROVAL BY:
DATE: 9/15/2022

APPROVED BY:
DATE: 09.15.2022

WEST PERSHING CHANNEL STAGE 5
LINE 'K'
STA. 100+37.08 TO STA. 104+00.00

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 3 OF 16

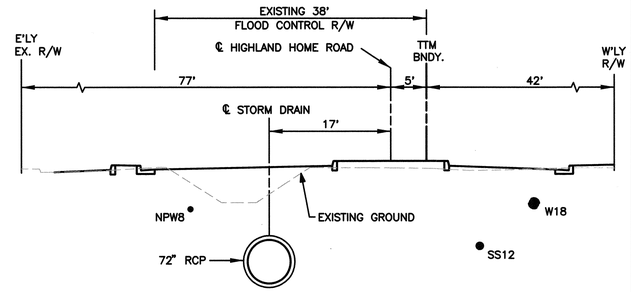
I:\BR408\GN\ENGINEERING\Plans\Storm Drain\QH-4thA (NOTCAMCO) (BR408-SD 03.dwg, Aug 30, 2022



PROFILE

* RCP MUST MEET THE REQUIREMENT OF GENERAL NOTE 24 ON SHEET 1

PROFILE SCALES
HORIZON. 1"=20'
VERT. 1"=5'



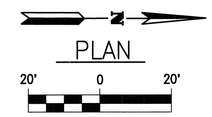
SECTION AT STA. 105+50
TYPICAL FROM STA 104+00 TO STA 108+00

10' 0 10'

MANHOLE / JUNCTION STRUCTURE DATA							
LATERAL	℄ STATION	WALL STATION	STRUCTURE	A	C	R	S
CP1-K6	104+50.88	104+53.38	MH NO. 4	52.0'	6.1'	2546.42	2545.60
LINE A	104+50.88	104+52.74	MH NO. 4	60.0'	6.3'	2545.19	2545.17

NOTES

(13) CONSTRUCT 72" RCP STORM DRAIN (D-LOAD PER PROFILE)
(14) CONSTRUCT 84" RCP STORM DRAIN (D-LOAD PER PROFILE)
(16) CONSTRUCT MH NO. 4 PER STD MH254.
(24) REMOVE AND DISPOSE EXISTING CHANNEL
(25) REMOVE AND DISPOSE EXISTING CHAIN LINK FENCE



PLAN

20' 0 20'

TRACT NO. 37389-1

ENGINEER
REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTZ
No. 052496
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Ave.
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
FAX: 949-251-0516
PLANNERS ENGINEERS SURVEYORS

PREPARED UNDER THE SUPERVISION OF: RCE No. 52496
DATE 8/30/22

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ELEVATIONS AS SHOWN HEREON ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 BASED LOCALLY UPON THE FOLLOWING BENCH MARK: 3-1/4" STANDARD ALUMINUM MWD DISK, FLUSH, LOCATED IN BANNING, 0.6 MILES SOUTH ALONG HIGHLAND SPRINGS AVENUE FROM THE INTERSECTION OF HIGHLAND SPRINGS AVENUE AND THE SOUTHERN PACIFIC RAILROAD BRIDGE, 17.5 FEET EAST OF THE CENTERLINE OF HIGHLAND SPRINGS AVENUE AT THE NORTHWEST CORNER OF CATCH BASIN AT THE TOP OF CURB, 0.5 FEET EAST OF FACE OF CURBS. ELEVATION=2534.10

REVISIONS			
REF.	DESCRIPTION	APPR.	DATE

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
P8 NUMBER: 244643

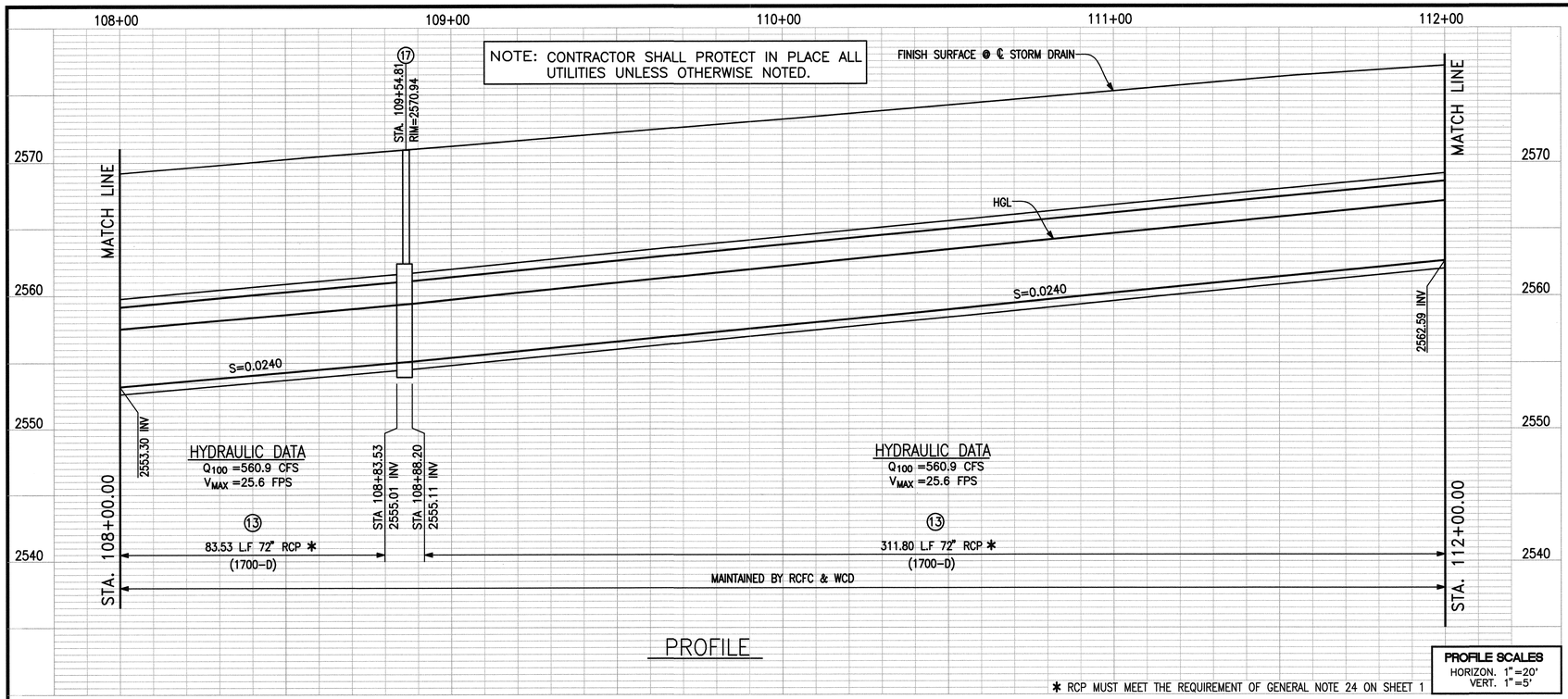
RECOMMENDED FOR APPROVAL BY:
DATE: 9/15/2022

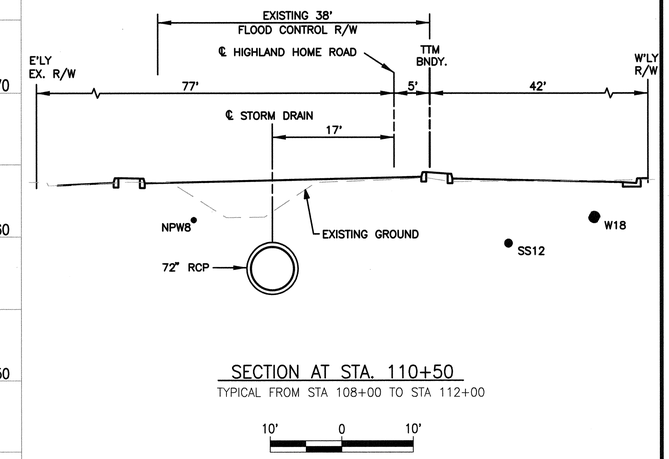
APPROVED BY:
DATE: 09.15.2022

WEST PERSHING CHANNEL STAGE 5
LINE 'K'
STA. 104+00.00 TO STA. 108+00.00

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 4 OF 16

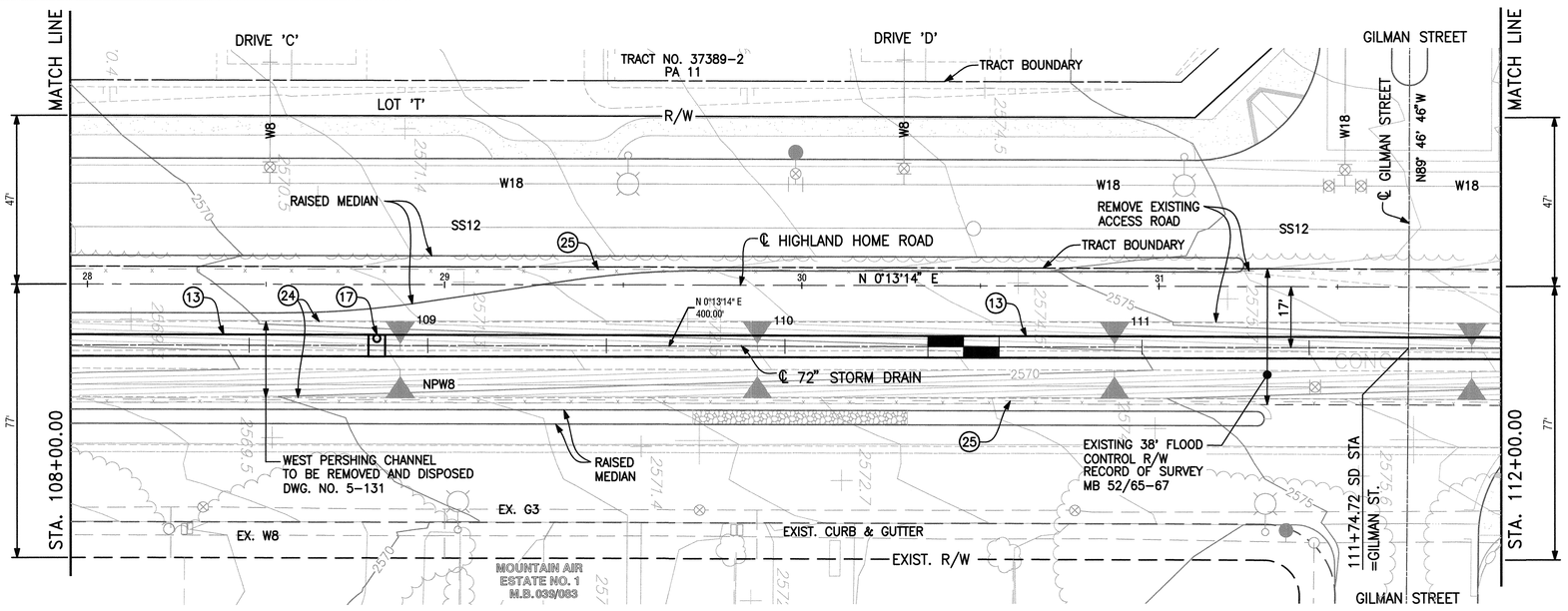
L:\B5400_ENGINEERING\Plans\Storm Drain\Off-site\RCFC&WCD\B5408-S0 04.dwg, Aug 30, 2022





SECTION AT STA. 110+50

TYPICAL FROM STA 108+00 TO STA 112+00



NOTES

(13) CONSTRUCT 72" RCP STORM DRAIN (D-LOAD PER PROFILE)
(17) CONSTRUCT MH NO. 2 PER STD MH252.
(24) REMOVE AND DISPOSE EXISTING CHANNEL
(25) REMOVE AND DISPOSE EXISTING CHAIN LINK FENCE

PLAN

20' 0 20'

TRACT NO. 37389-1

ENGINEER
REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTH
No. 052496
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Ave.
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
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PLANNERS ENGINEERS SURVEYORS

PREPARED UNDER THE SUPERVISION OF: RCE No. 52496
DATE 8/30/22

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REVISIONS			
REF.	DESCRIPTION	APPR.	DATE

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
P8 NUMBER: 244643

RECOMMENDED FOR APPROVAL BY:
DATE: 9/15/2022

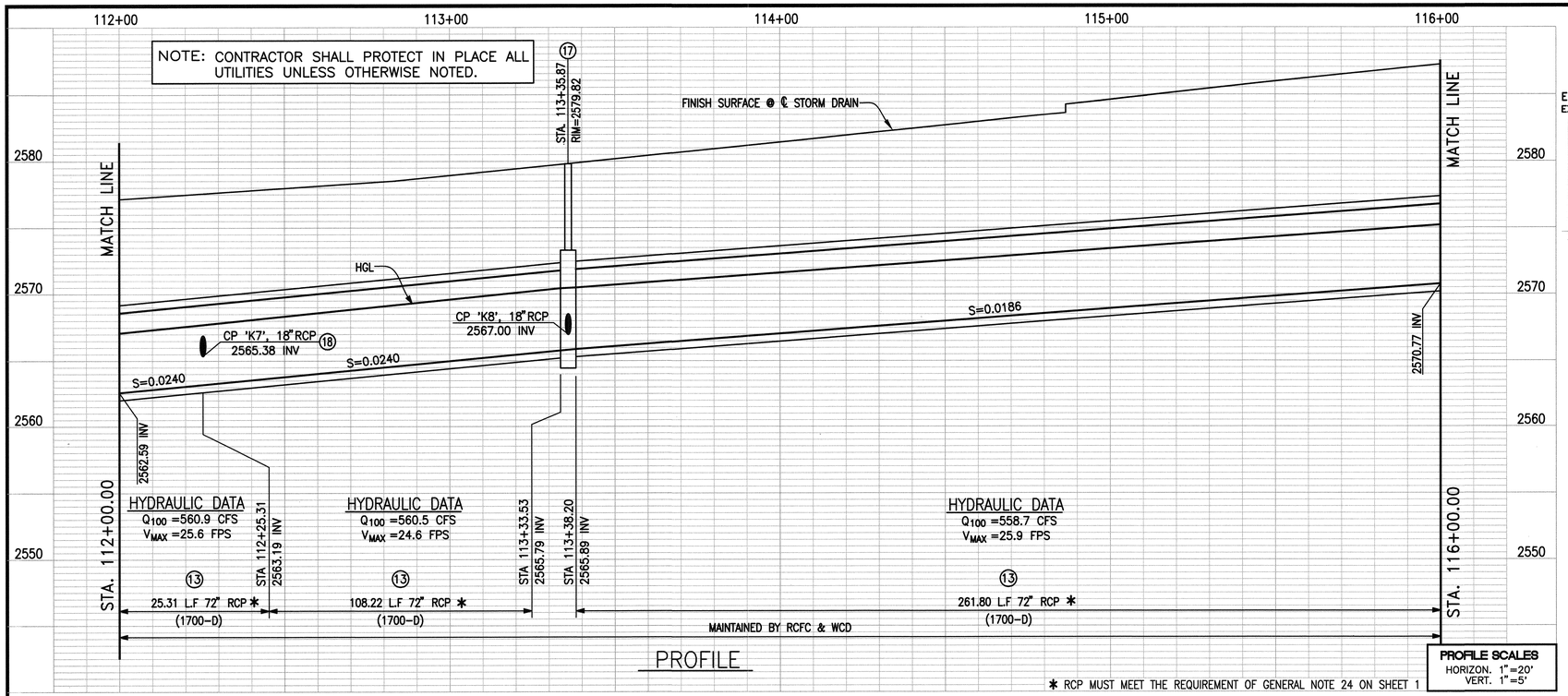
APPROVED BY:
DATE: 09.15.2022

WEST PERSHING CHANNEL STAGE 5
LINE 'K'
STA. 108+00.00 TO STA. 112+00.00

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 5 OF 16

I:\89408\ENGINEERING\Plans\Storm Drain\Off-site\RCFC&WCD\89408-SD 05.dwg, Aug 30, 2022

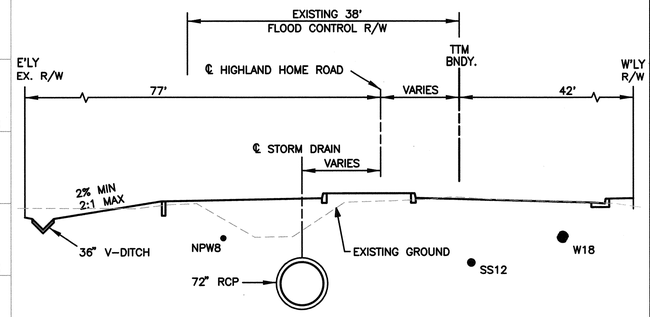
NOTE: CONTRACTOR SHALL PROTECT IN PLACE ALL UTILITIES UNLESS OTHERWISE NOTED.



PROFILE

✱ RCP MUST MEET THE REQUIREMENT OF GENERAL NOTE 24 ON SHEET 1

PROFILE SCALES
HORIZON. 1"=20'
VERT. 1"=5'

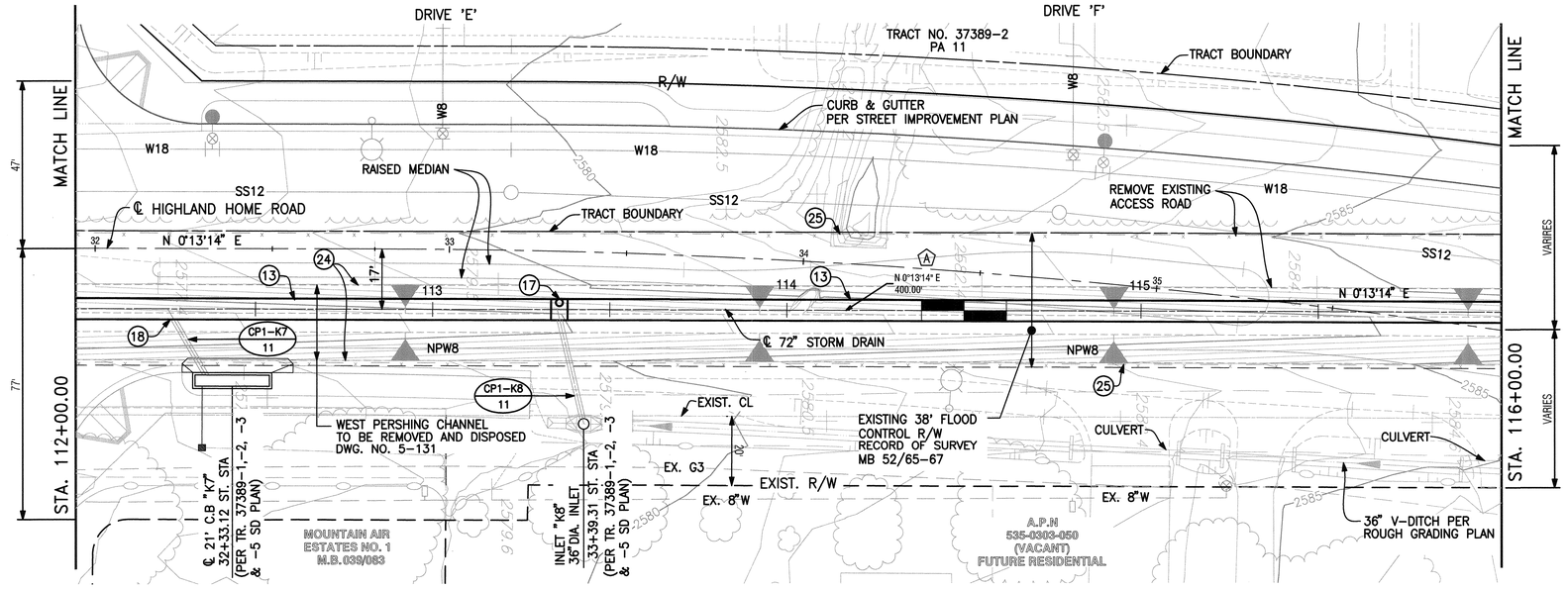


SECTION AT STA. 114+50
TYPICAL FROM STA 112+00 TO STA 116+00

10' 0 10'

MANHOLE / JUNCTION STRUCTURE DATA					
LATERAL	℄ STATION	WALL STATION	STRUCTURE	A	C
CP1-K7	112+25.14	112+26.88	JS NO. 4	60.0'	–
CP1-K8	113+35.12	113+35.87	MH NO. 2	76.0'	–

CURVE DATA	Ⓐ
R	2300.00'
Δ	8°11'51"
L	329.07'
T	164.81'
B.C.	STA. 32+78.92
P.R.C.	STA. 36+07.99
P.I. NORTHING	2285072.5013
P.I. EASTING	6355558.3342



NOTES

(13) CONSTRUCT 72" RCP STORM DRAIN (D-LOAD PER PROFILE)
(17) CONSTRUCT MH NO. 2 PER STD MH252.
(18) CONSTRUCT JS NO. 4 PER STD JS229.
(24) REMOVE AND DISPOSE EXISTING CHANNEL
(25) REMOVE AND DISPOSE EXISTING CHAIN LINK FENCE

PLAN
20' 0 20'

TRACT NO. 37389-1

ENGINEER
REGISTERED PROFESSIONAL ENGINEER EDWARD J. LEANING No. 052496 Exp. 12-31-22 CIVIL STATE OF CALIFORNIA

MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Ave. Suite 350 Irvine, CA 92614 Voice: 949-251-8821 FAX: 949-251-0516
PLANNERS ENGINEERS SURVEYORS
PREPARED UNDER THE SUPERVISION OF: RCE No. 52496 DATE 8/30/22

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REVISIONS			
REF.	DESCRIPTION	APPR.	DATE

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

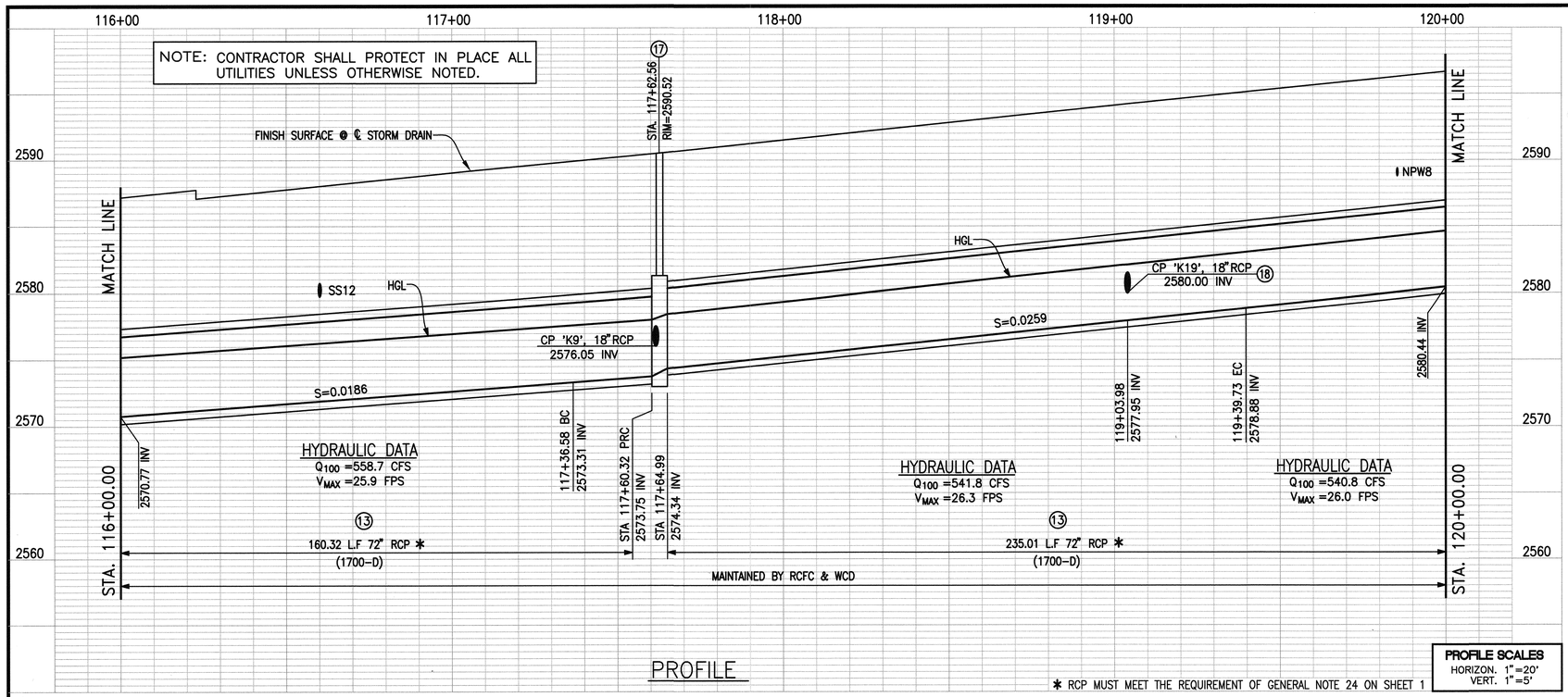
DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
P8 NUMBER: 244643

RECOMMENDED FOR APPROVAL BY: DATE: 9/15/2022
APPROVED BY: DATE: 09.15.2022

WEST PERSHING CHANNEL STAGE 5
LINE 'K'
STA. 112+00.00 TO STA. 116+00.00

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 6 OF 16

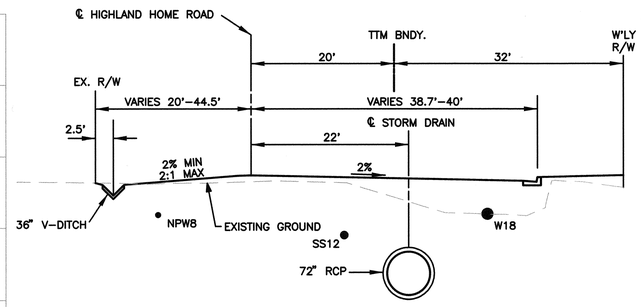
I:\8400\ENGINEERING\Plans\Storm Drain\Off-site\K\P2389\P8400-S9 06.dwg, Aug 30, 2022



PROFILE

* RCP MUST MEET THE REQUIREMENT OF GENERAL NOTE 24 ON SHEET 1

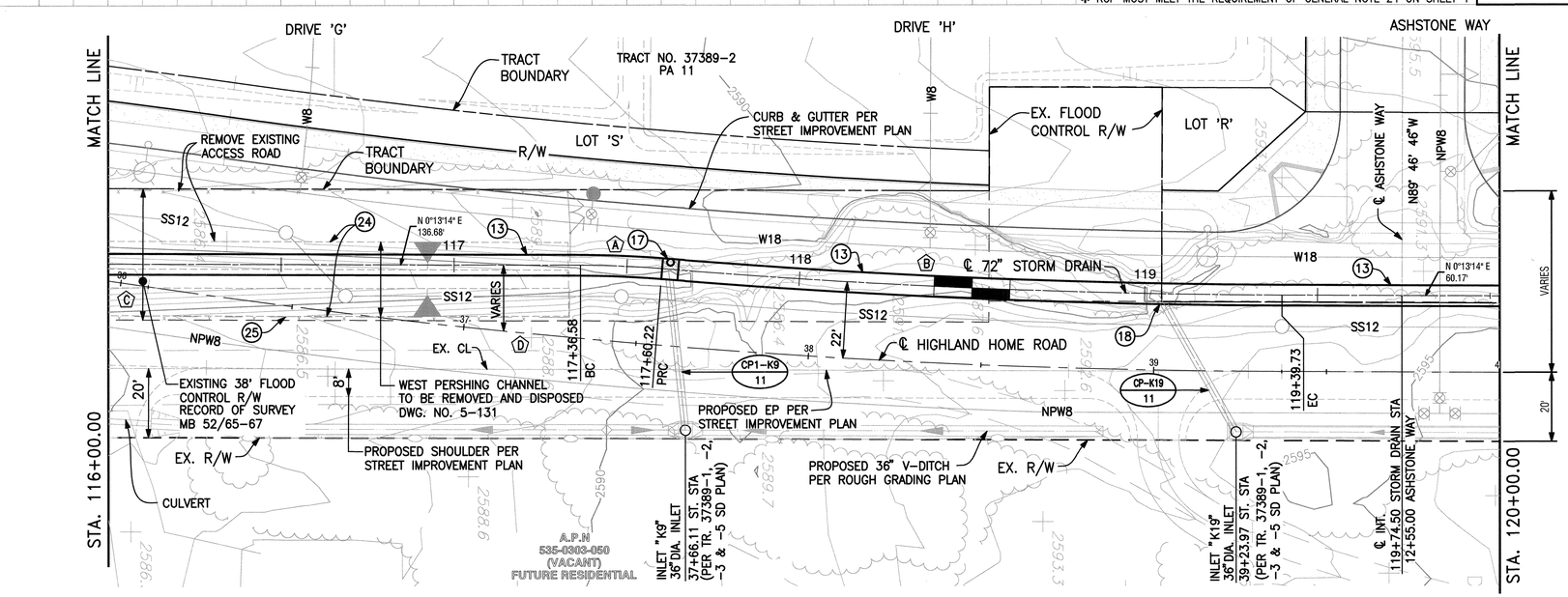
PROFILE SCALES
HORIZON. 1"=20'
VERT. 1"=5'



SECTION AT STA. 118+50
TYPICAL FROM STA 116+00 TO STA 120+00

10' 0 10'

MANHOLE / JUNCTION STRUCTURE DATA					
LATERAL	℄ STATION	WALL STATION	STRUCTURE	A	C
CP1-K9	117+62.08	117+62.65	MH NO. 2	79.3'	–
CP1-K19	119+16.34	119+17.11	JS NO. 4	74.5'	–



PLAN

20' 0 20'

CURVE DATA		Ⓐ	Ⓑ	Ⓒ	Ⓓ
R		300.00'	2278.00'	2300.00'	2300.00'
∆		4°00'01"	4°00'01"	8°11'51"	8°11'51"
L		23.64'	179.51'	329.07'	329.07'
T		11.83'	89.80'	164.81'	164.81'
B.C.		STA. 117+36.58	STA. 117+60.22	STA. 32+78.92	STA 36+07.99
E.C		STA. 117+60.22	STA. 119+39.73	STA 36+07.99	STA 39+37.06
P.I.	NORTHING	2285372.397	2285372.397	2285072.501	2285398.579
	EASTING	6355576.489	6355576.489	6355558.334	6355606.590

NOTES

(13) CONSTRUCT 72" RCP STORM DRAIN (D-LOAD PER PROFILE)
(17) CONSTRUCT MH NO. 2 PER STD MH252.
(18) CONSTRUCT JS NO. 4 PER STD JS229.
(24) REMOVE AND DISPOSE EXISTING CHANNEL
(25) REMOVE AND DISPOSE EXISTING CHAIN LINK FENCE

TRACT NO. 37389-1

ENGINEER
REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LESTER
No. 052496
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Ave. Suite 350 Irvine, CA 92614
Voice: 949-251-8821 FAX: 949-251-0310
PLANNERS ENGINEERS SURVEYORS
PREPARED UNDER THE SUPERVISION OF: RCE No. 52496
DATE 8/22/22

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PERMANENT BENCH MARK B.M. NO. MWD 401 1992
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REVISIONS			
REF.	DESCRIPTION	APPR.	DATE

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
P8 NUMBER: 244643

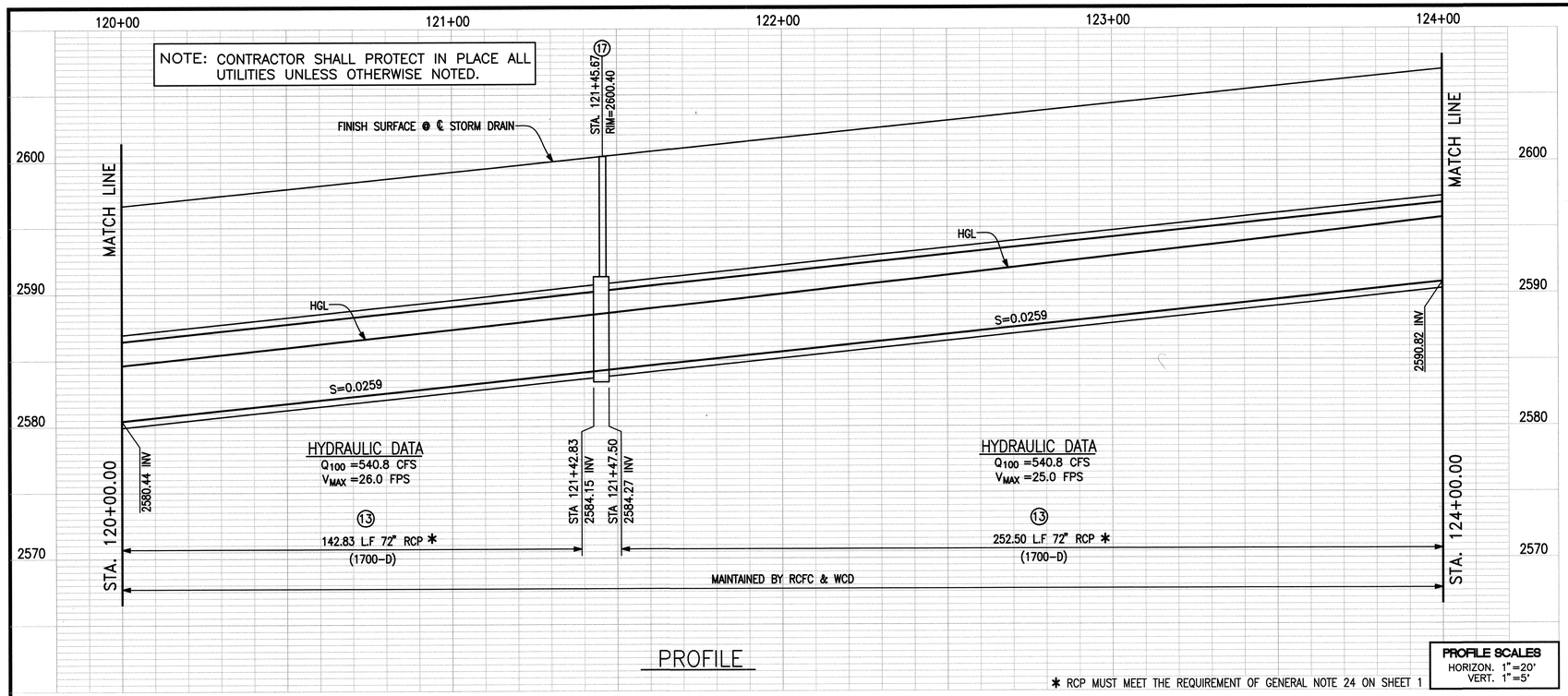
RECOMMENDED FOR APPROVAL BY:
DATE: 9/15/2022

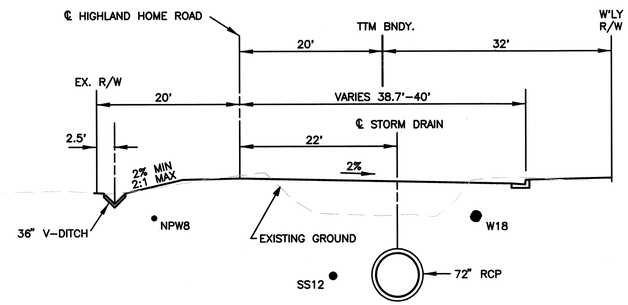
APPROVED BY:
DATE: 09.15.2022

WEST PERSHING CHANNEL STAGE 5
LINE 'K'
STA. 116+00.00 TO STA. 120+00.00

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 7 OF 16

I:\89408\ENGINEERING\Plans\Storm Drain\GH-alts\PCFCWRCD\89408-SD 07.dwg, Aug 30, 2022

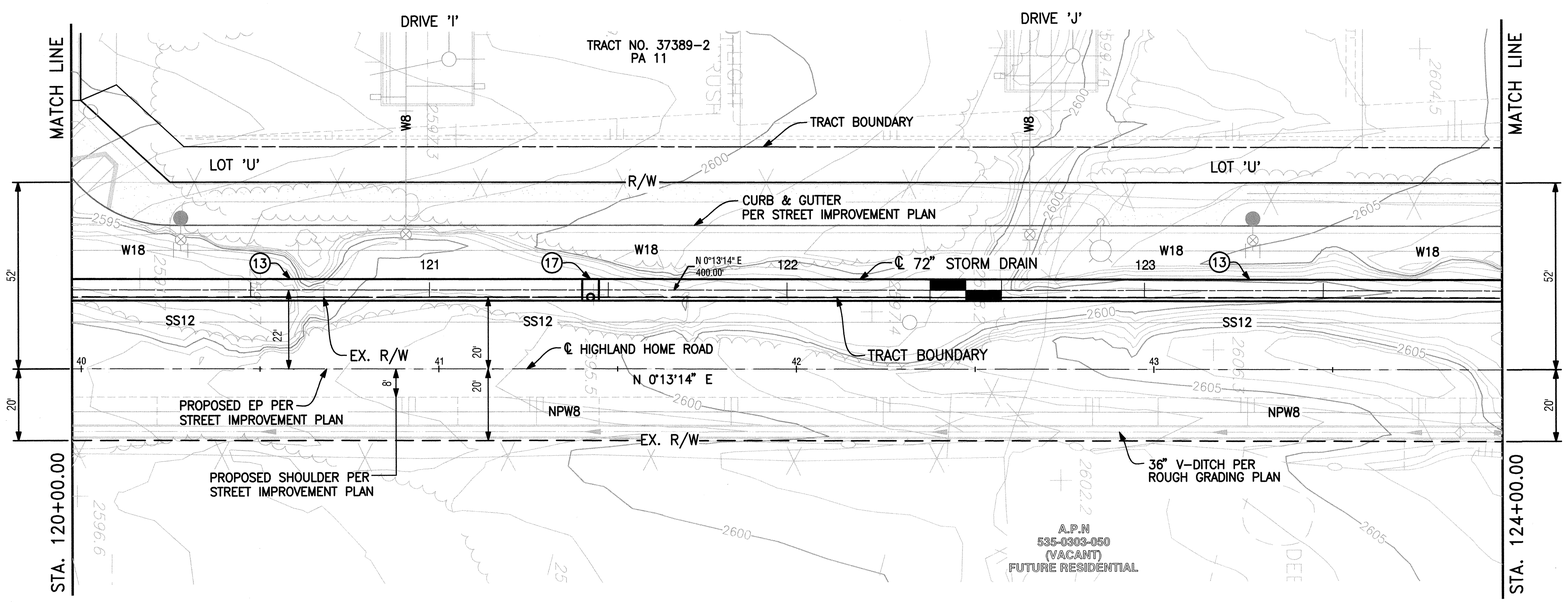




SECTION AT STA. 122+50

TYPICAL FROM STA 120+00 TO STA 124+00

10' 0 10'



NOTES

(13) CONSTRUCT 72" RCP STORM DRAIN (D-LOAD PER PROFILE)

(17) CONSTRUCT MH NO. 2 PER STD MH252.

PLAN

20' 0 20'

TRACT NO. 37389-1

ENGINEER

REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LEATH
No. 052496
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

MDS CONSULTING
MORSE SCHULTZ
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RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

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P8 NUMBER: 244643

RECOMMENDED FOR APPROVAL BY: DATE: 9/15/2022

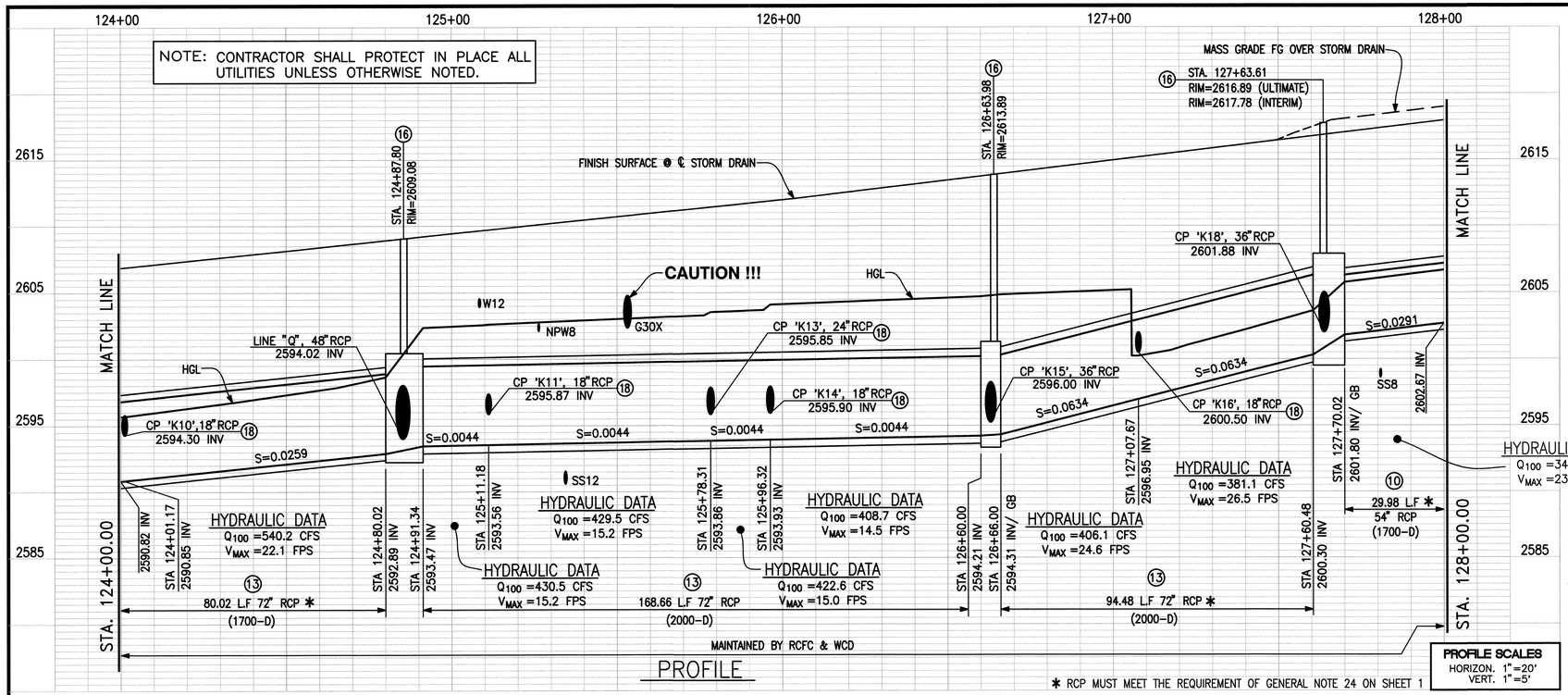
APPROVED BY: DATE: 09-15-2022

WEST PERSHING CHANNEL STAGE 5
LINE 'K'
STA. 120+00.00 TO STA. 124+00.00

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 8 OF 16

I:\89408\ENGINEERING\Plans\Storm Drain\Off-site\RCFC&WCD\89408-SD 08.dwg, Aug 30, 2022

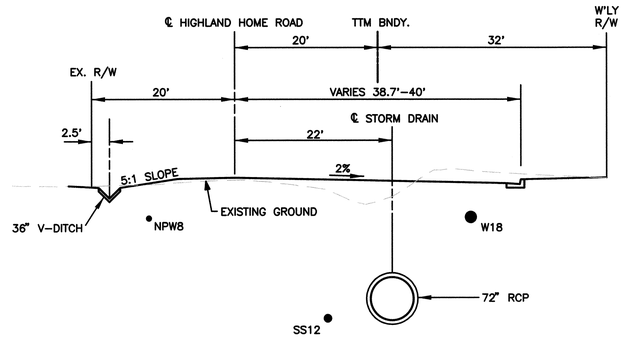
NOTE: CONTRACTOR SHALL PROTECT IN PLACE ALL UTILITIES UNLESS OTHERWISE NOTED.



PROFILE

* RCP MUST MEET THE REQUIREMENT OF GENERAL NOTE 24 ON SHEET 1

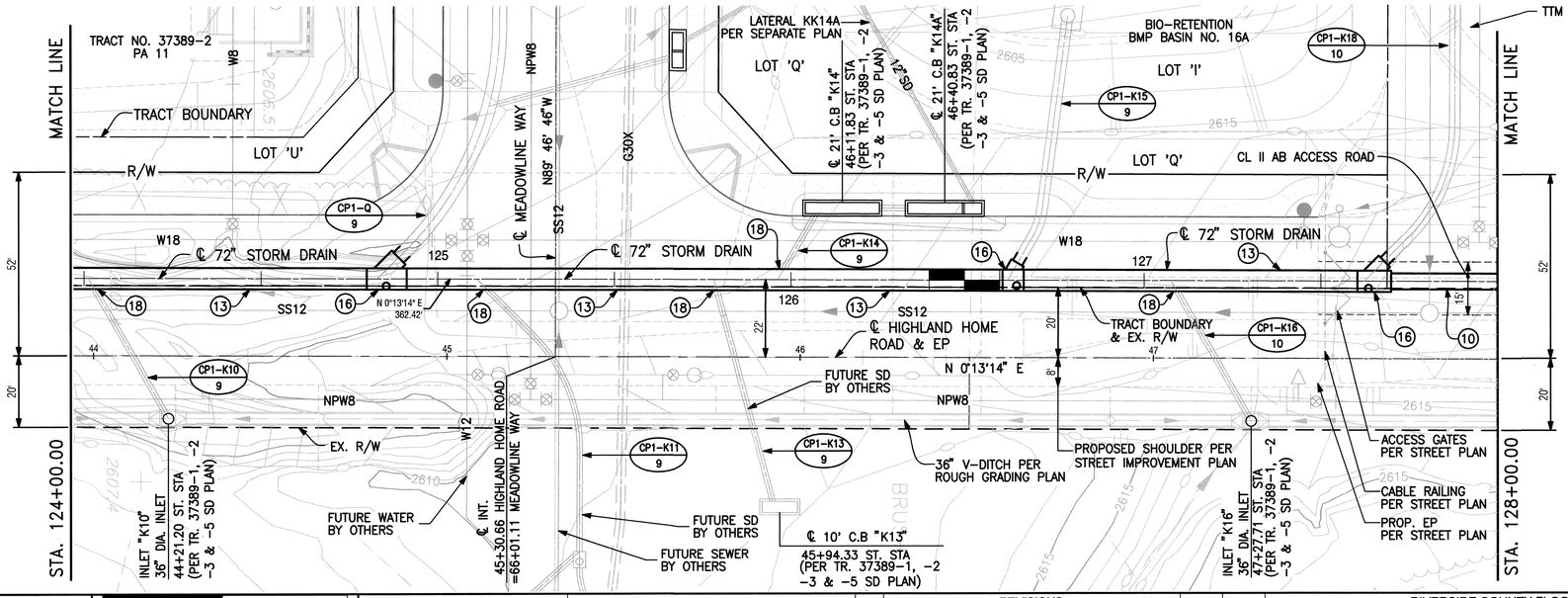
PROFILE SCALES
HORIZON. 1"=20'
VERT. 1"=5'



SECTION AT STA. 126+50
TYPICAL FROM STA 125+00 TO STA 127+00

10' 0 10'

MANHOLE / JUNCTION STRUCTURE DATA					
LATERAL	℄ STATION	WALL STATION	STRUCTURE	A	C
CP-K10	124+13.69	124+14.43	JS NO. 4	75.0'	–
LINE 'Q'	124+82.83	124+85.47	MH NO. 4	44.7'	7.3'
CP1-K11	125+11.08	125+13.58	JS NO. 4	45.0'	–
CP1-K13	125+78.21	125+78.88	JS NO. 4	75.0'	–
CP1-K14	125+96.22	125+97.66	JS NO. 4	60.0'	–
CP1-K15	126+61.31	126+62.76	MH NO. 2	60.0'	–
CP1-K16	127+20.20	127+20.80	JS NO. 4	75.0'	–
CP1-K18	127+75.03	127+76.18	MH NO. 4	60.0'	4.4'



PLAN
20' 0 20'

NOTES

(10) CONSTRUCT 54" RCP STORM DRAIN (D-LOAD PER PROFILE)
(13) CONSTRUCT 72" RCP STORM DRAIN (D-LOAD PER PROFILE)
(16) CONSTRUCT MH NO. 4 PER STD MH254.
(18) CONSTRUCT JS NO. 4 PER STD JS229.

MANHOLE CONES AT STATION 127+63.61 TO BE INSTALLED AS BASED ON ULTIMATE FINISHED SURFACE OF HIGHLAND HOME ROAD IN ACCORDANCE WITH RCFC&WCD STANDARDS. INTERIM MANHOLE GRADE RINGS SHALL BE INSTALLED AS NEEDED FOR INTERIM FINISHED GRADE OVER STORM DRAIN. INTERIM GRADE RINGS SHALL BE REMOVED AND MANHOLE RIMS READJUSTED WITH CONSTRUCTION OF HIGHLAND HOME STREET IMPROVEMENTS.

TRACT NO. 37389-1

ENGINEER
REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTZ
No. 052496
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

MDS CONSULTING
PLANNERS ENGINEERS SURVEYORS
MORSE SCHULTZ
17320 Redhill Ave. Suite 350
Irvine, CA 92614
Voice: 949-251-8821
FAX: 949-251-0516

PREPARED UNDER THE SUPERVISION OF: RCE No. 52496
DATE: 8/30/22

Don't Dig...Until You Call U.S.A. Toll Free
1-800-227-2600
For the location buried utility lines
Don't disrupt vital services.
TWO WORKING DAYS BEFORE YOU DIG

PERMANENT BENCH MARK B.M. NO. MWD 401 1992
ELEVATIONS AS SHOWN HEREON ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 BASED LOCALLY UPON THE FOLLOWING BENCH MARK: 3-1/4" STANDARD ALUMINUM MWD DISK, FLUSH, LOCATED IN BANNING, 0.6 MILES SOUTH ALONG HIGHLAND SPRINGS AVENUE FROM THE INTERSECTION OF HIGHLAND SPRINGS AVENUE AND THE SOUTHERN PACIFIC RAILROAD BRIDGE, 17.5 FEET EAST OF THE CENTERLINE OF HIGHLAND SPRINGS AVENUE AT THE NORTHWEST CORNER OF CATCH BASIN AT THE TOP OF CURB, 0.5 FEET EAST OF FACE OF CURBS. ELEVATION=2534.10

REVISIONS			
REF.	DESCRIPTION	APPR.	DATE

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
P8 NUMBER: 244643

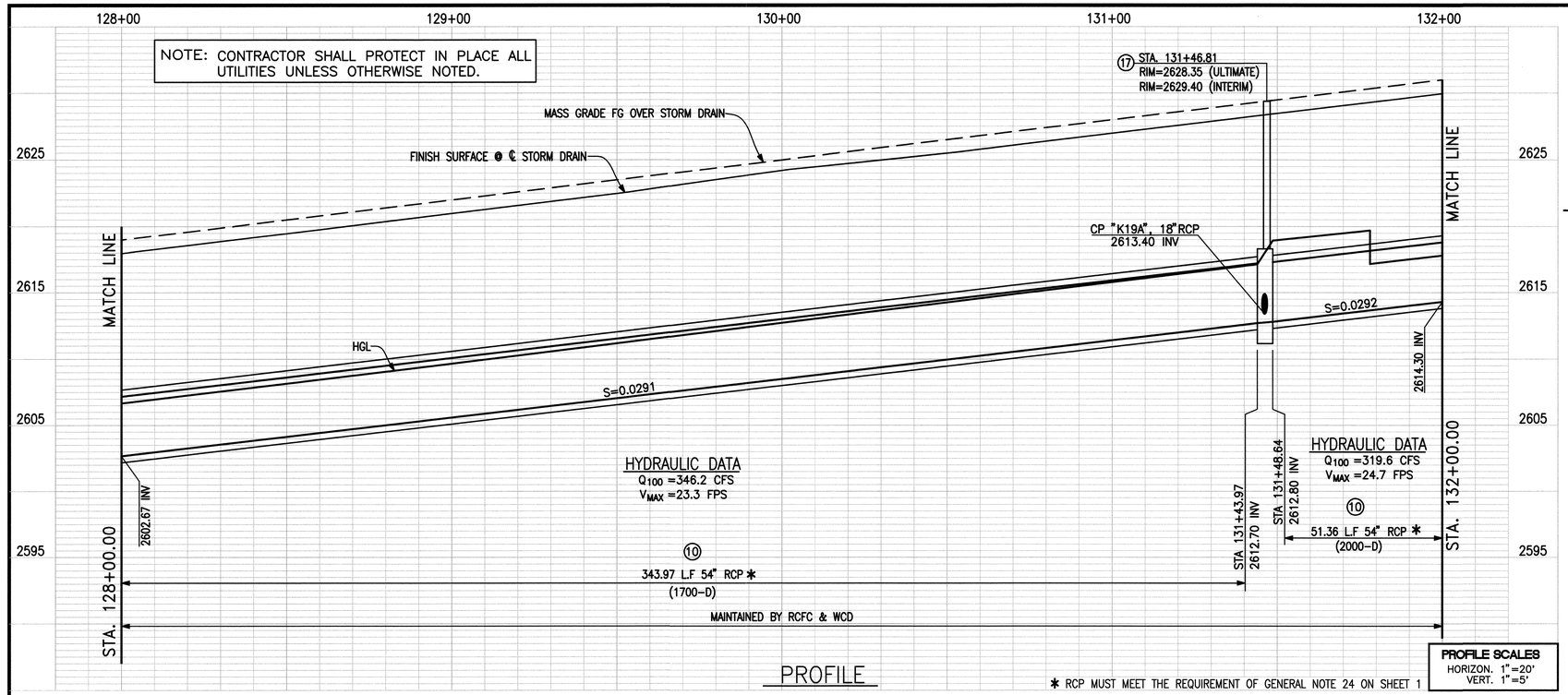
RECOMMENDED FOR APPROVAL BY:
DATE: 9/15/2022

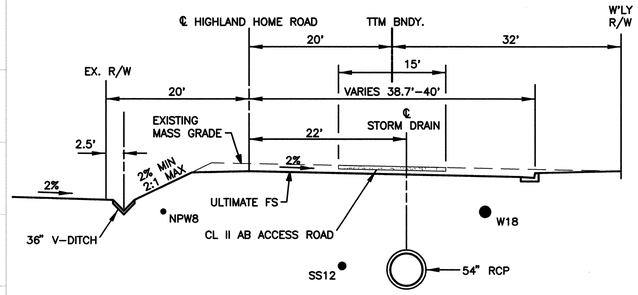
APPROVED BY:
DATE: 09.15.2022

WEST PERSHING CHANNEL STAGE 5
LINE 'K'
STA. 124+00.00 TO STA. 128+00.00

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 9 OF 16

D:\B5408\ENGINEERING\Plans\Storm Drain\Off-site\RCFC&WCD\B5408-SD 09.dwg, Aug 30, 2022

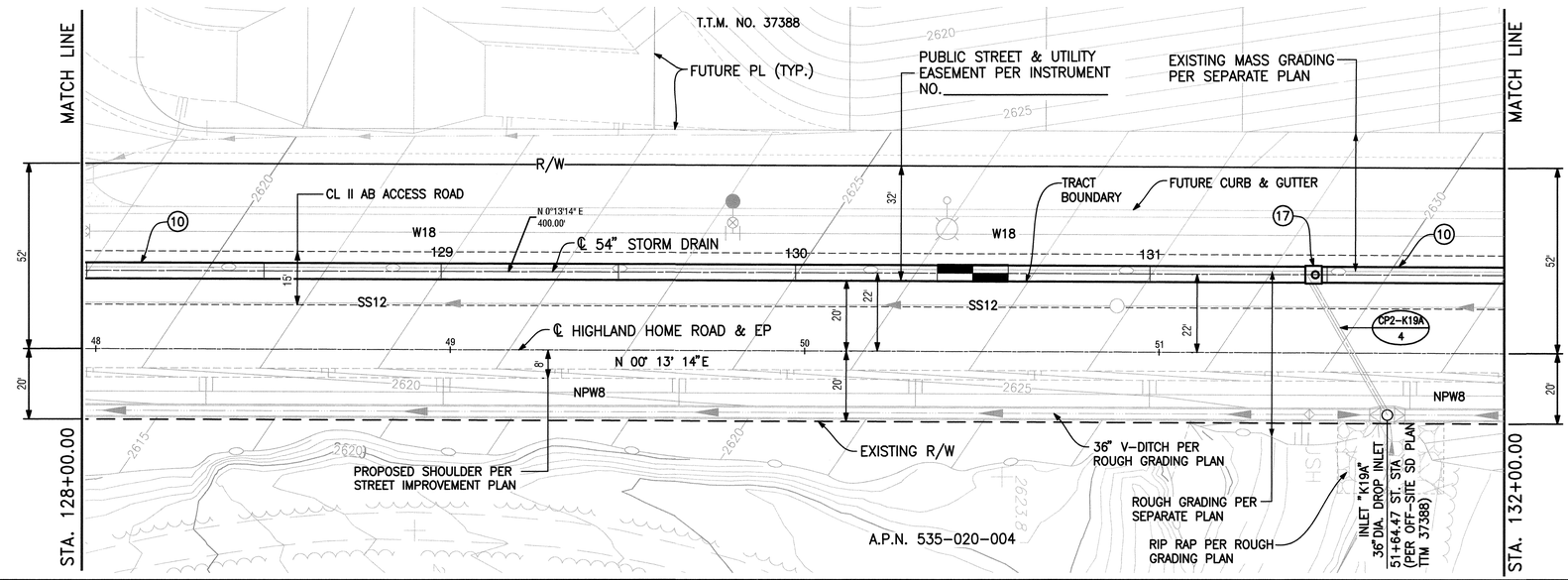




SECTION AT STA. 130+50

TYPICAL FROM STA 128+00 TO STA 132+00

10' 0 10'



MANHOLE CONES AT STATION 131+46.81 TO BE INSTALLED AS BASED ON ULTIMATE FINISHED SURFACE OF HIGHLAND HOME ROAD IN ACCORDANCE WITH RCFC&WCD STANDARDS. INTERIM MANHOLE GRADE RINGS SHALL BE INSTALLED AS NEEDED FOR INTERIM FINISHED GRADE OVER STORM DRAIN. INTERIM GRADE RINGS SHALL BE REMOVED AND MANHOLE RIMS READJUSTED WITH CONSTRUCTION OF HIGHLAND HOME STREET IMPROVEMENTS.

NOTES

10 CONSTRUCT 54" RCP STORM DRAIN (D-LOAD PER PROFILE)

17 CONSTRUCT MH NO. 2 PER STD MH252.

PLAN

20' 0 20'

TRACT NO. 37389-1

D:\854405\ENGINEERING\Plans\Storm Drain\Off-site\RCFC&WCD_854405-SD 10.dwg, Aug 30, 2022

ENGINEER

REGISTERED PROFESSIONAL ENGINEER EDWARD J. ZENK No. 052496 Exp. 12-31-22 CIVIL STATE OF CALIFORNIA

MDS CONSULTING MORSE SCHULTZ
17320 Redhill Ave. Suite 350 Irvine, CA 92614
Voice: 949-251-8821 FAX: 949-251-0516
PLANNERS ENGINEERS SURVEYORS

PREPARED UNDER THE SUPERVISION OF: RCE No. 52496 DATE 8/30/22

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PERMANENT BENCH MARK B.M. NO. MWD 401 1992
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REVISIONS			
REF.	DESCRIPTION	APPR.	DATE

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

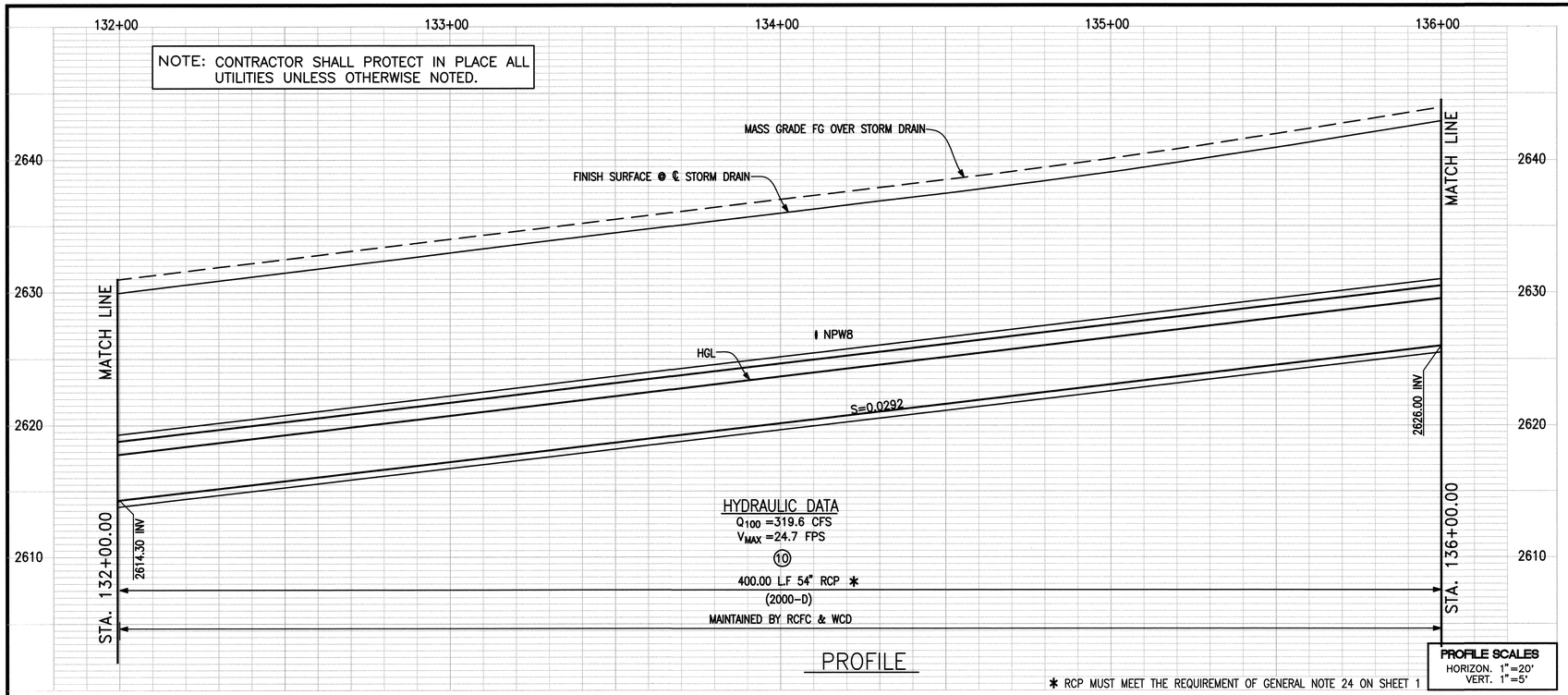
DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
PS NUMBER: 244643

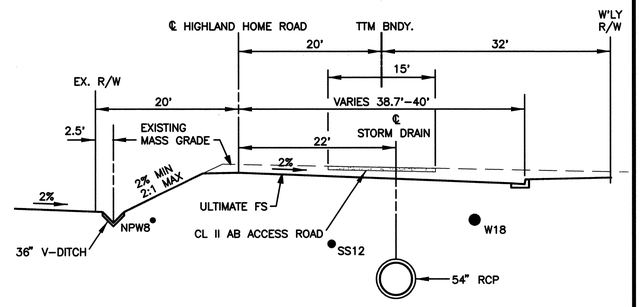
RECOMMENDED FOR APPROVAL BY: DATE 9/15/2022

APPROVED BY: DATE 09-15-2022

WEST PERSHING CHANNEL STAGE 5
LINE 'K'
STA. 128+00 TO STA. 132+00

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 10 OF 16

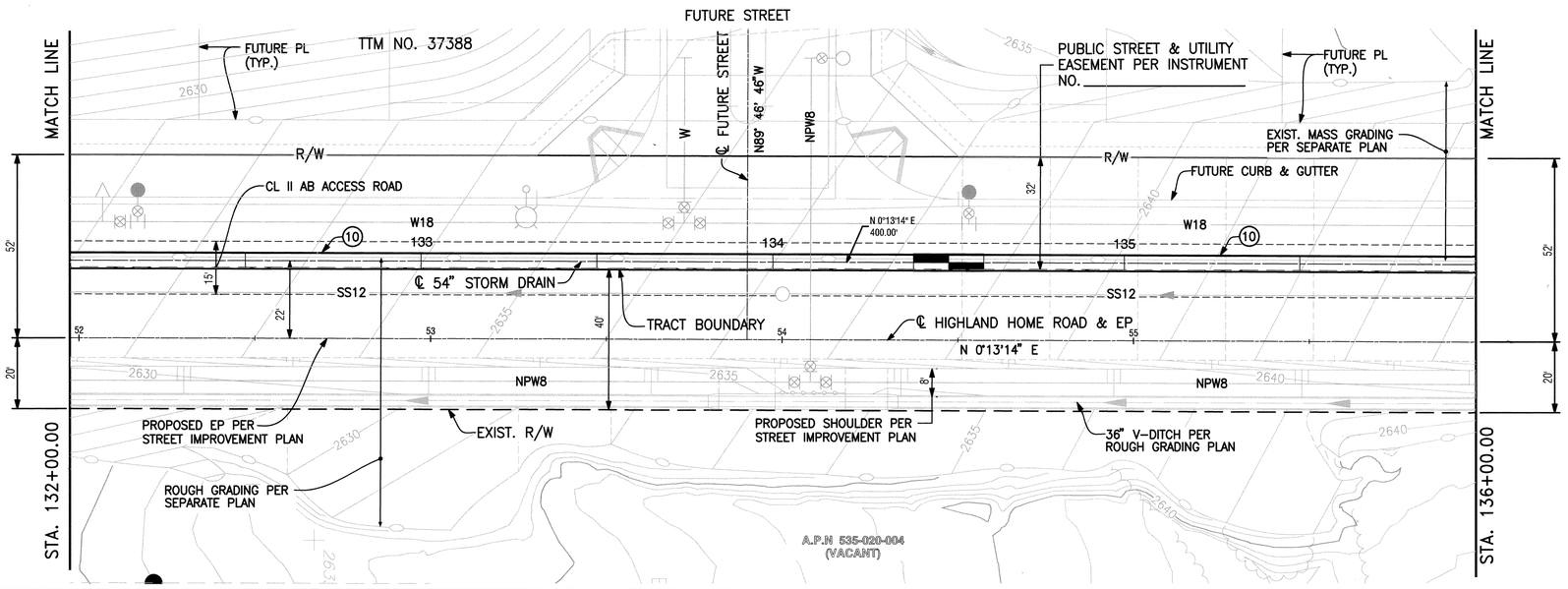




SECTION AT STA. 134+50

TYPICAL FROM STA 132+00 TO STA 136+00

10' 0 10'



NOTES

10 CONSTRUCT 54" RCP STORM DRAIN (D-LOAD PER PROFILE)

PLAN

20' 0 20'

TRACT NO. 37389-1

ENGINEER

REGISTERED PROFESSIONAL ENGINEER EDWARD J. LENTH No. 052496 Exp. 12-31-22 CIVIL STATE OF CALIFORNIA

MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Ave. Suite 350 Irvine, CA 92614 Voice: 949-251-8821 FAX: 949-251-0516
PLANNERS ENGINEERS SURVEYORS

PREPARED UNDER THE SUPERVISION OF: RCE No. 52496 DATE 8/30/22

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PERMANENT BENCH MARK B.M. NO. MWD 401 1992
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REVISIONS			
REF.	DESCRIPTION	APPR.	DATE

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
P8 NUMBER: 244643

RECOMMENDED FOR APPROVAL BY: DATE: 9/15/2022

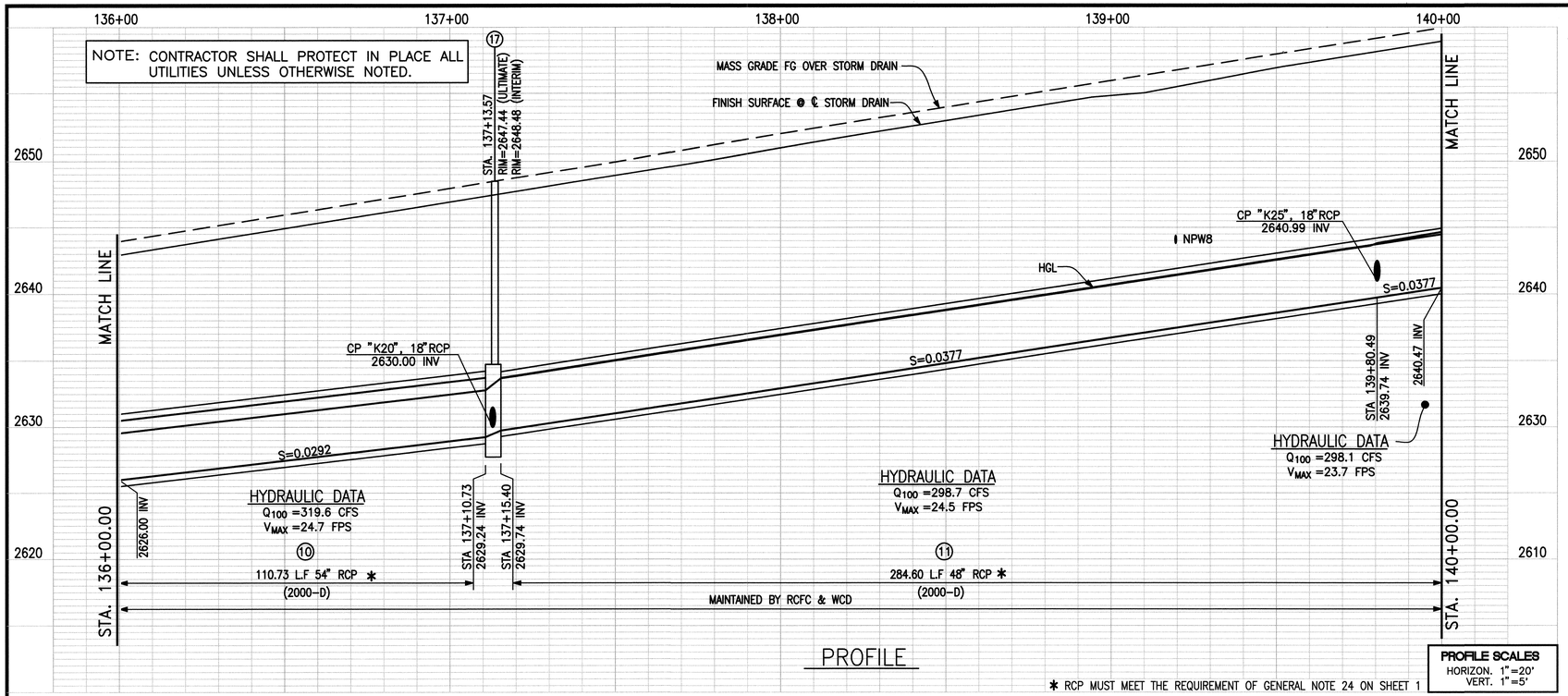
APPROVED BY: DATE: 09.15.2022

WEST PERSHING CHANNEL STAGE 5
LINE 'K'
STA. 132+00 TO STA. 136+00

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 11 OF 16

I:\89408\ENGINEERING\Plans\Storm Drain\Off-site\RCFC&WCD\89408-SD 11.dwg, Aug 30, 2022

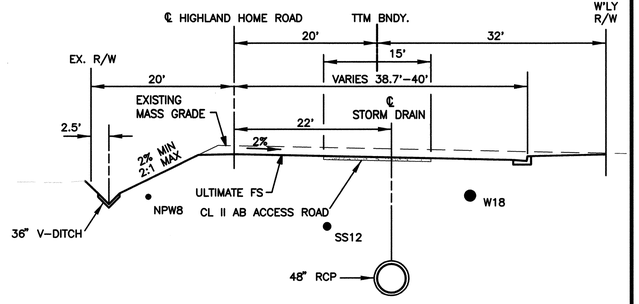
NOTE: CONTRACTOR SHALL PROTECT IN PLACE ALL UTILITIES UNLESS OTHERWISE NOTED.



PROFILE

✱ RCP MUST MEET THE REQUIREMENT OF GENERAL NOTE 24 ON SHEET 1

PROFILE SCALES
HORIZON. 1"=20'
VERT. 1"=5'

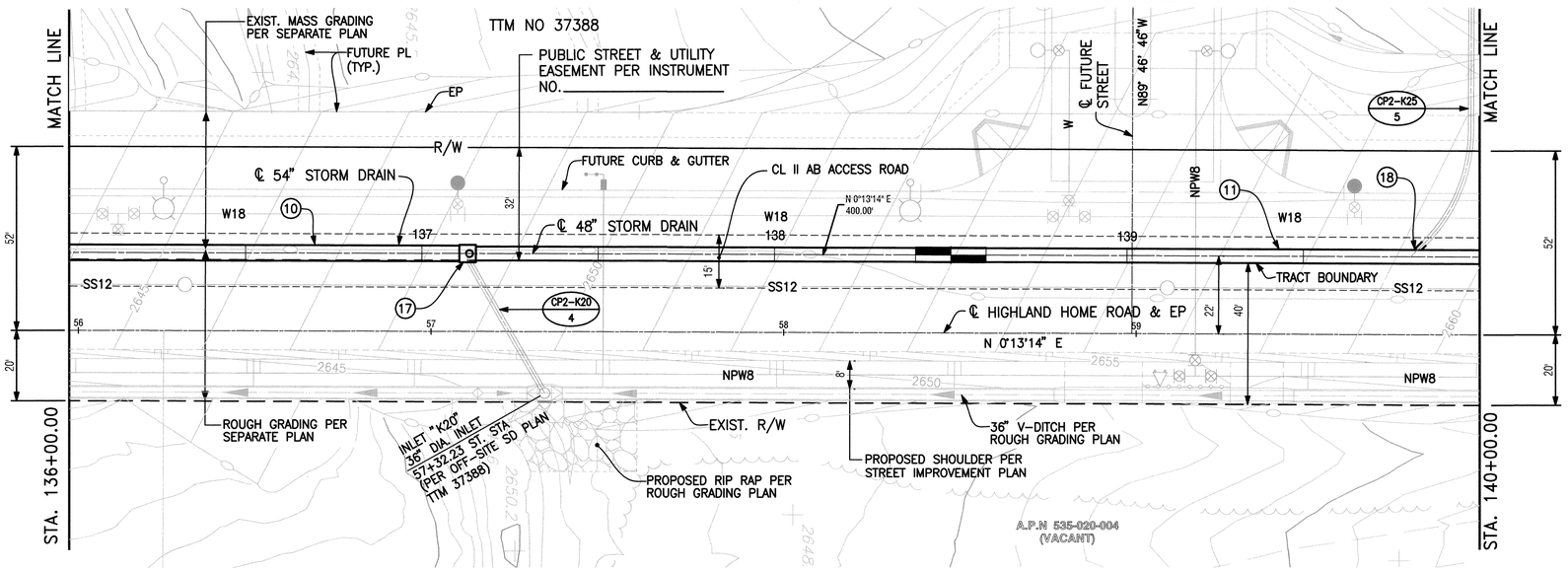


SECTION AT STA. 134+50
TYPICAL FROM STA 136+00 TO STA 140+00

10' 0 10'

MANHOLE / JUNCTION STRUCTURE DATA					
LATERAL	℄ STATION	WALL STATION	STRUCTURE	A	C
CP2-K20	137+12.20	137+13.64	MH NO. 2	–	–
CP2-K25	139+80.49	139+82.74	JS NO. 4	–	–

FUTURE STREET



MANHOLE CONES AT STATION 137+13.57 TO BE INSTALLED AS BASED ON ULTIMATE FINISHED SURFACE OF HIGHLAND HOME ROAD IN ACCORDANCE WITH RCFC&WCD STANDARDS. INTERIM MANHOLE GRADE RINGS SHALL BE INSTALLED AS NEEDED FOR INTERIM FINISHED GRADE OVER STORM DRAIN. INTERIM GRADE RINGS SHALL BE REMOVED AND MANHOLE RIMS READJUSTED WITH CONSTRUCTION OF HIGHLAND HOME STREET IMPROVEMENTS.

NOTES

⑩ CONSTRUCT 54" RCP STORM DRAIN (D-LOAD PER PROFILE)
⑪ CONSTRUCT 48" RCP STORM DRAIN (D-LOAD PER PROFILE)
⑰ CONSTRUCT MH NO. 2 PER STD MH252.
⑱ CONSTRUCT JS NO. 4 PER STD JS229.

PLAN
20' 0 20'

TRACT NO. 37389-1

ENGINEER
REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTZ
No. 052496
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Ave. Suite 350 Irvine, CA 92614
Voice: 949-251-8821
FAX: 949-251-0516
PLANNERS ENGINEERS SURVEYORS

PREPARED UNDER THE SUPERVISION OF: RCE No. 52496
DATE 6/30/22

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For the location buried utility lines
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TWO WORKING DAYS BEFORE YOU DIG

PERMANENT BENCH MARK B.M. NO. MWD 401 1992
ELEVATIONS AS SHOWN HEREON ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 BASED LOCALLY UPON THE FOLLOWING BENCH MARK:
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ELEVATION=2534.10

REVISIONS			
REF.	DESCRIPTION	APPR.	DATE

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
P8 NUMBER: 244643

RECOMMENDED FOR APPROVAL BY:
DATE: 7/15/2022

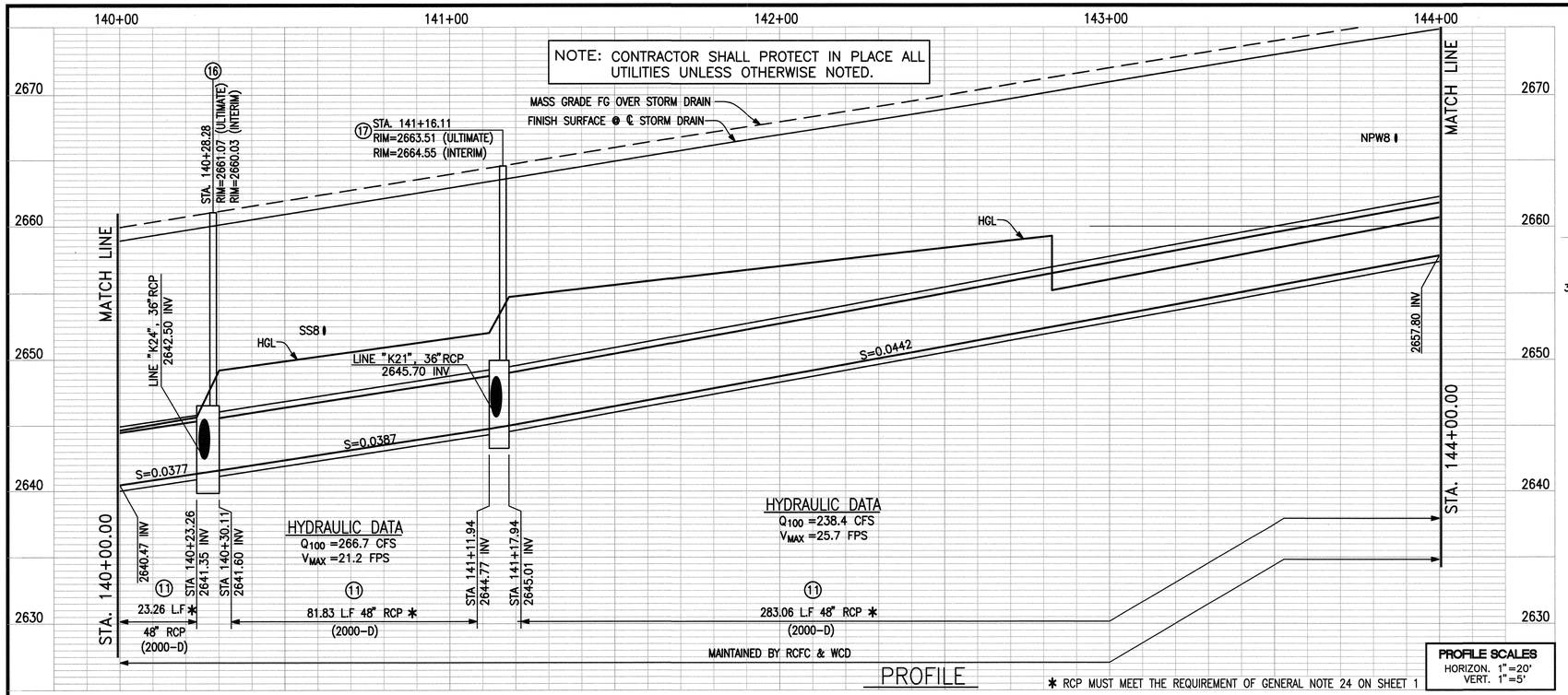
APPROVED BY:
DATE: 04-15-2022

WEST PERSHING CHANNEL STAGE 5
LINE 'K'
STA. 136+00 TO STA. 140+00

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 12 OF 16

E:\84408\ENGINEERING\Plans\Storm Drain\Off-site\RCFC&WCD\84408-SD 12.dwg, Aug 30, 2022

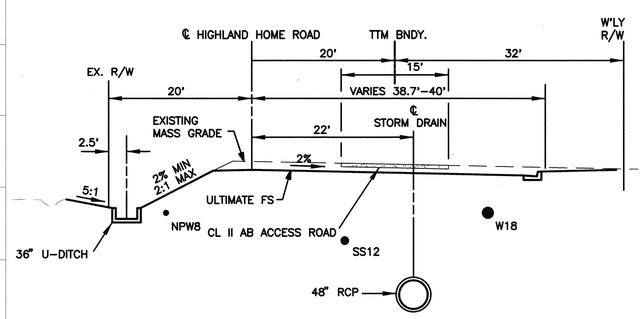
NOTE: CONTRACTOR SHALL PROTECT IN PLACE ALL UTILITIES UNLESS OTHERWISE NOTED.



PROFILE

* RCP MUST MEET THE REQUIREMENT OF GENERAL NOTE 24 ON SHEET 1

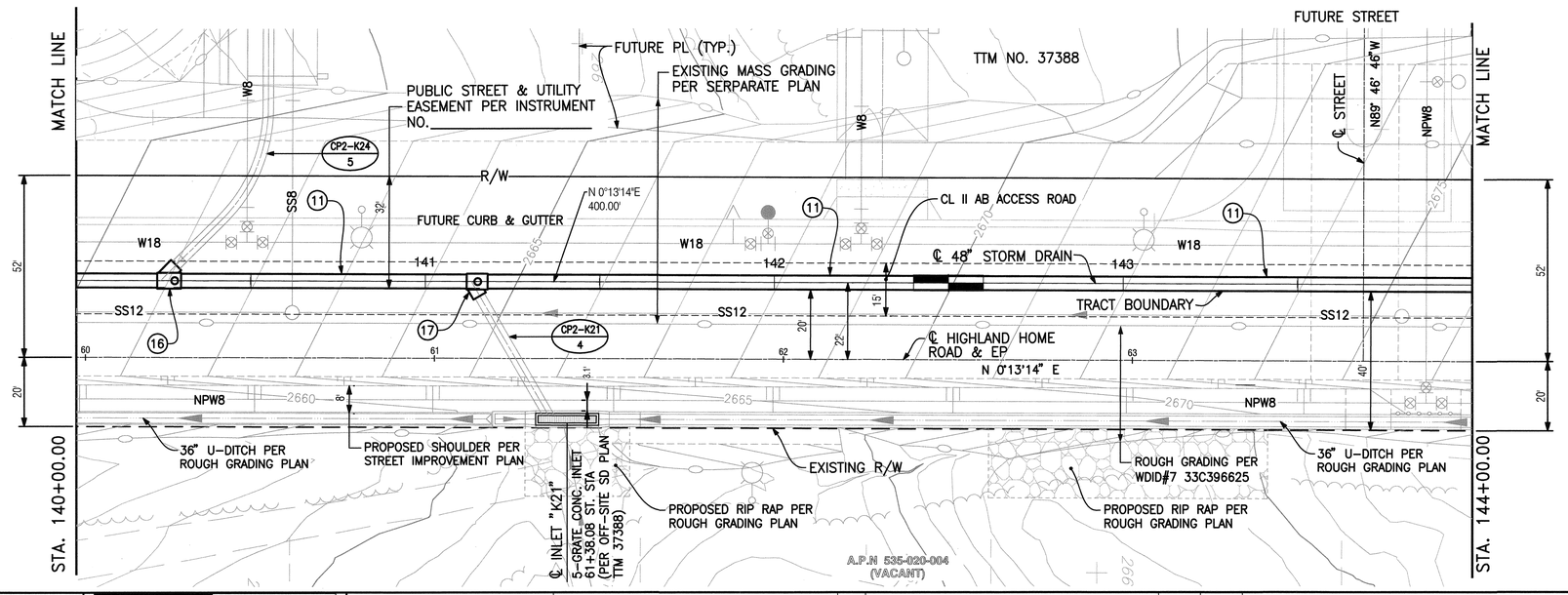
PROFILE SCALES
HORIZON. 1"=20'
VERT. 1"=5'



SECTION AT STA. 142+50
TYPICAL FROM STA 140+00 TO STA 144+00

10' 0 10'

MANHOLE / JUNCTION STRUCTURE DATA					
LATERAL	℄ STATION	WALL STATION	STRUCTURE	A	C
CP2-K21	141+13.29	141+14.59	MH NO. 2	–	–
CP2-K24	140+37.95	140+40.20	MH NO. 4	45.0°	6.2'



PLAN

20' 0 20'

NOTES

(11) CONSTRUCT 48" RCP STORM DRAIN (D-LOAD PER PROFILE)
(16) CONSTRUCT MH NO. 4 PER STD MH254.
(17) CONSTRUCT MH NO. 2 PER STD MH252.

MANHOLE CONES AT STATION 140+28.28 AND STATION 141+16.11 TO BE INSTALLED AS BASED ON ULTIMATE FINISHED SURFACE OF HIGHLAND HOME ROAD IN ACCORDANCE WITH RCFC&WCD STANDARDS. INTERIM MANHOLE GRADE RINGS SHALL BE INSTALLED AS NEEDED FOR INTERIM FINISHED GRADE OVER STORM DRAIN. INTERIM GRADE RINGS SHALL BE REMOVED AND MANHOLE RIMS READJUSTED WITH CONSTRUCTION OF HIGHLAND HOME STREET IMPROVEMENTS.

TRACT NO. 37389-1

ENGINEER
REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTZ
No. 052496
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Ave. Suite 350
Irvine, CA 92614
Voice: 949-251-8821
FAX: 949-251-0516
PLANNERS ENGINEERS SURVEYORS

PREPARED UNDER THE SUPERVISION OF: RCE No. 52496
DATE 8/30/22

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TWO WORKING DAYS BEFORE YOU DIG

PERMANENT BENCH MARK B.M. NO. MWD 401 1992
ELEVATIONS AS SHOWN HEREON ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 BASED LOCALLY UPON THE FOLLOWING BENCH MARK:
3-1/4" STANDARD ALUMINUM MWD DISK, FLUSH, LOCATED IN BANNING, 0.6 MILES SOUTH ALONG HIGHLAND SPRINGS AVENUE FROM THE INTERSECTION OF HIGHLAND SPRINGS AVENUE AND THE SOUTHERN PACIFIC RAILROAD BRIDGE, 17.5 FEET EAST OF THE CENTERLINE OF HIGHLAND SPRINGS AVENUE AT THE NORTHWEST CORNER OF CATCH BASIN AT THE TOP OF CURB, 0.5 FEET EAST OF FACE OF CURBS.
ELEVATION=2534.10

REVISIONS			
REF.	DESCRIPTION	APPR.	DATE

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
P8 NUMBER: 244643

RECOMMENDED FOR APPROVAL BY:
DATE: 9/15/2022

APPROVED BY:
DATE: 09.15.2022

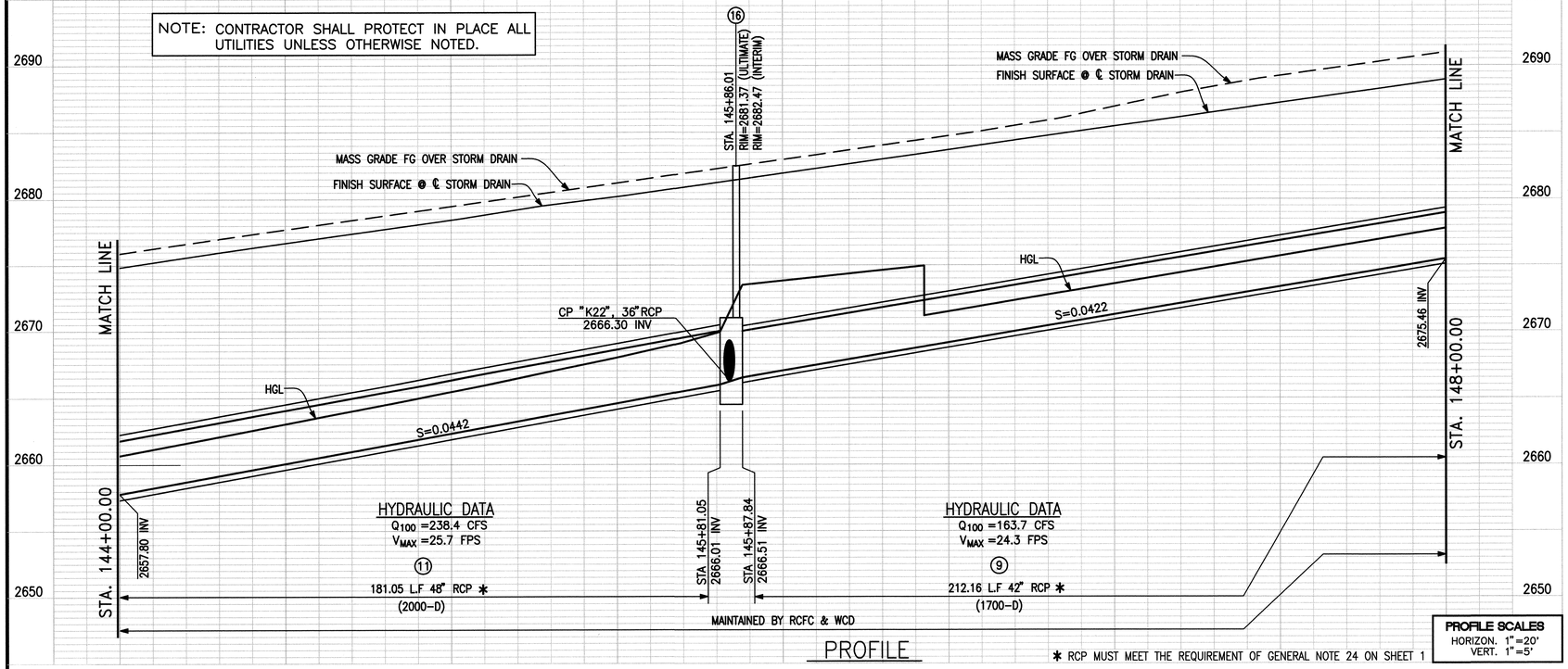
WEST PERSHING CHANNEL STAGE 5
LINE 'K'
STA. 140+00 TO STA. 144+00

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 13 OF 16

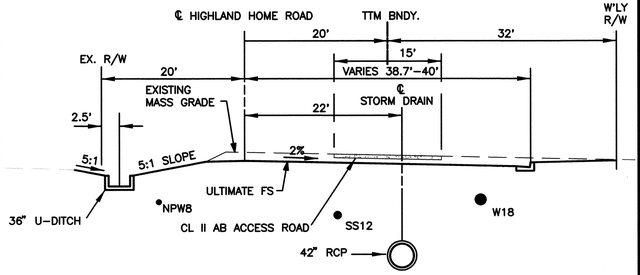
E:\B40\05_ENGINEERING\Plans\Storm Drain\Off-site\RCFC&WCD\B4005-SD 13.dwg, Aug 30, 2022

144+00 145+00 146+00 147+00 148+00

NOTE: CONTRACTOR SHALL PROTECT IN PLACE ALL UTILITIES UNLESS OTHERWISE NOTED.



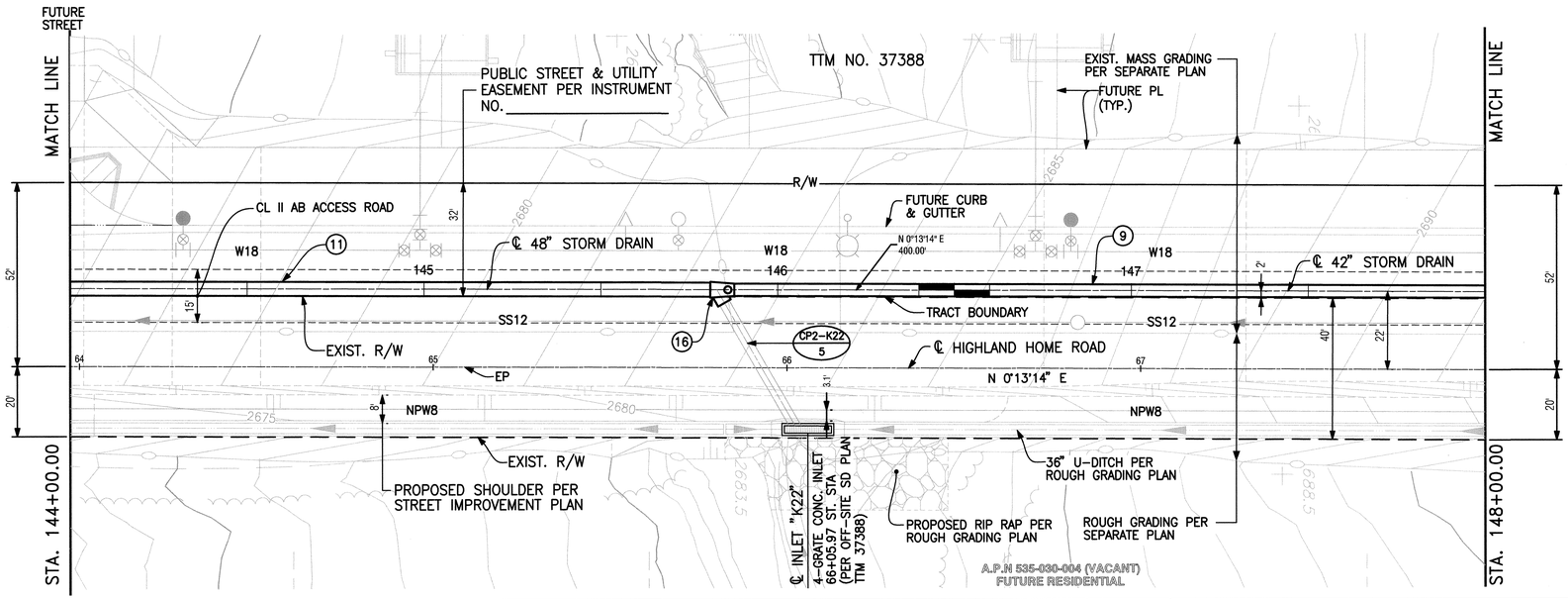
PROFILE SCALES
HORIZON. 1"=20'
VERT. 1"=5'



SECTION AT STA. 146+50
TYPICAL FROM STA 144+00 TO STA 148+00

10' 0 10'

MANHOLE / JUNCTION STRUCTURE DATA					
LATERAL	℄ STATION	WALL STATION	STRUCTURE	A	C
CP2-K22	145+82.89	145+84.07	MH NO. 4	60.0°	4.3



NOTES

(9) CONSTRUCT 42" RCP STORM DRAIN (D-LOAD PER PROFILE)
(11) CONSTRUCT 48" RCP STORM DRAIN (D-LOAD PER PROFILE)
(16) CONSTRUCT MH NO. 4 PER STD MH254.

MANHOLE CONES AT STATION 145+86.01 TO BE INSTALLED AS BASED ON ULTIMATE FINISHED SURFACE OF HIGHLAND HOME ROAD IN ACCORDANCE WITH RCFC&WCD STANDARDS. INTERIM MANHOLE GRADE RINGS SHALL BE INSTALLED AS NEEDED FOR INTERIM FINISHED GRADE OVER STORM DRAIN. INTERIM GRADE RINGS SHALL BE REMOVED AND MANHOLE RIMS READJUSTED WITH CONSTRUCTION OF HIGHLAND HOME STREET IMPROVEMENTS.

PLAN
20' 0 20'

TRACT NO. 37389-1

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REGISTERED PROFESSIONAL ENGINEER
EDWARD J. LENTZ
No. 052496
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

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DATE 8/30/22

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ELEVATION=2534.10

REVISIONS			
REF.	DESCRIPTION	APPR.	DATE

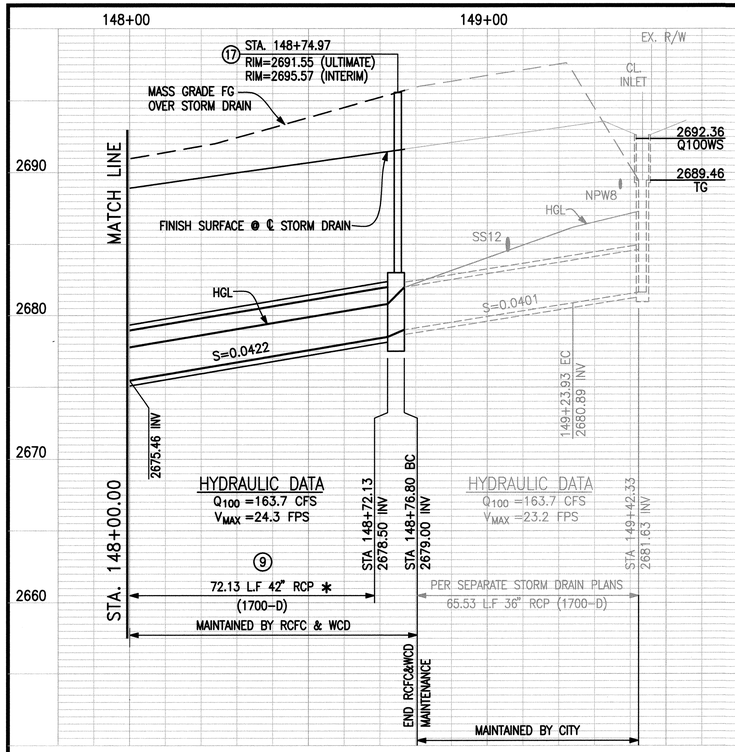
DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
P8 NUMBER: 244643

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT
RECOMMENDED FOR APPROVAL BY: DATE 9/15/2022
APPROVED BY: DATE 09.15.2022

WEST PERSHING CHANNEL STAGE 5
LINE 'K'
STA. 144+00 TO STA. 148+00

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 14 OF 16

I:\8400\ENGINEERING\Plans\Storm Drain\Off-site\K\CP2&MH3\8400-S9 14.dwg, Aug 30, 2022

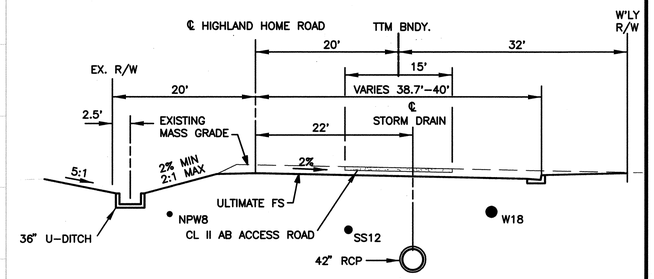


PROFILE

NOTE: CONTRACTOR SHALL PROTECT IN PLACE ALL UTILITIES UNLESS OTHERWISE NOTED.

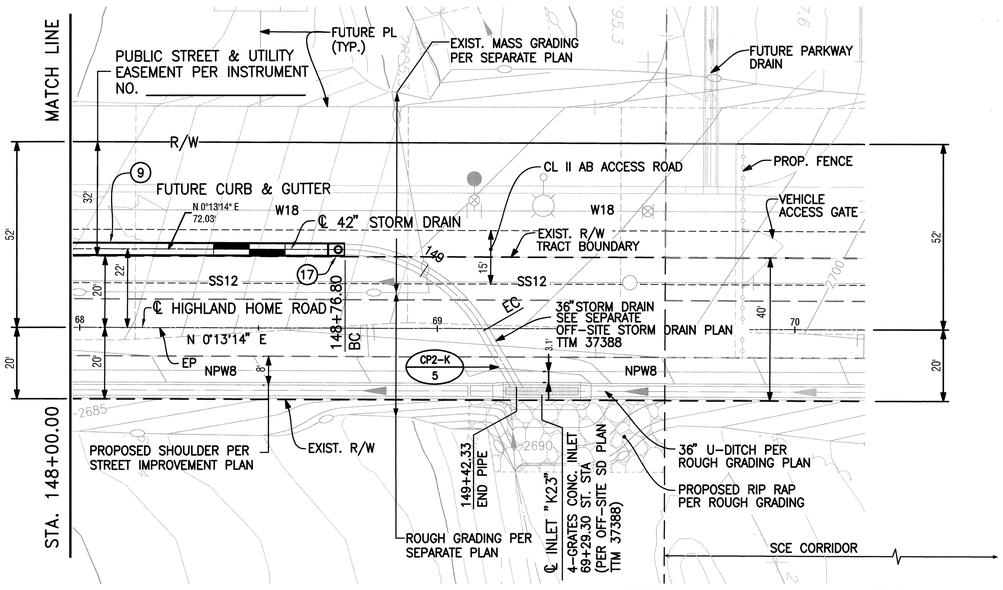
* RCP MUST MEET THE REQUIREMENT OF GENERAL NOTE 24 ON SHEET 1

PROFILE SCALES
HORIZON. 1"=20'
VERT. 1"=5'



SECTION AT STA. 148+50
TYPICAL FROM STA 148+00 TO STA 148+76.80

10' 0 10'



NOTES

⑨ CONSTRUCT 42" RCP STORM DRAIN (D-LOAD PER PROFILE)
⑰ CONSTRUCT MH NO. 2 PER STD MH252

MANHOLE CONES AT STATION 148+74.97 TO BE INSTALLED AS BASED ON ULTIMATE FINISHED SURFACE OF HIGHLAND HOME ROAD IN ACCORDANCE WITH RCFC&WCD STANDARDS. INTERIM MANHOLE GRADE RINGS SHALL BE INSTALLED AS NEEDED FOR INTERIM FINISHED GRADE OVER STORM DRAIN. INTERIM GRADE RINGS SHALL BE REMOVED AND MANHOLE RIMS READJUSTED WITH CONSTRUCTION OF HIGHLAND HOME STREET IMPROVEMENTS.

PLAN
20' 0 20'

TRACT NO. 37389-1

ENGINEER
REGISTERED PROFESSIONAL ENGINEER EDWARD J. LEAHY No. 052496 Exp. 12-31-22 CIVIL STATE OF CALIFORNIA

MDS CONSULTING MORSE SCHULTZ
17320 Redhill Ave. Suite 350 Irvine, CA 92614
Voice: 949-251-8821 FAX: 949-251-0516
PLANNERS ENGINEERS SURVEYORS

PREPARED UNDER THE SUPERVISION OF: RCE No. 52496 DATE 8/30/22

Don't Dig...Until You Call U.S.A. Toll Free 1-800-227-2600
For the location buried utility lines
Don't disrupt vital services.
TWO WORKING DAYS BEFORE YOU DIG

PERMANENT BENCH MARK B.M. NO. MWD 401 1992
ELEVATIONS AS SHOWN HEREON ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 BASED LOCALLY UPON THE FOLLOWING BENCH MARK: 3-1/4" STANDARD ALUMINUM MWD DISK, FLUSH, LOCATED IN BANNING, 0.6 MILES SOUTH ALONG HIGHLAND SPRINGS AVENUE FROM THE INTERSECTION OF HIGHLAND SPRINGS AVENUE AND THE SOUTHERN PACIFIC RAILROAD BRIDGE, 17.5 FEET EAST OF THE CENTERLINE OF HIGHLAND SPRINGS AVENUE AT THE NORTHWEST CORNER OF CATCH BASIN AT THE TOP OF CURB, 0.5 FEET EAST OF FACE OF CURBS. ELEVATION=2534.10

REVISIONS			
REF.	DESCRIPTION	APPR.	DATE

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

DESIGNED BY: TN
DRAWN BY: JC
DATE DRAWN: 8/29/2022
P8 NUMBER: 244643

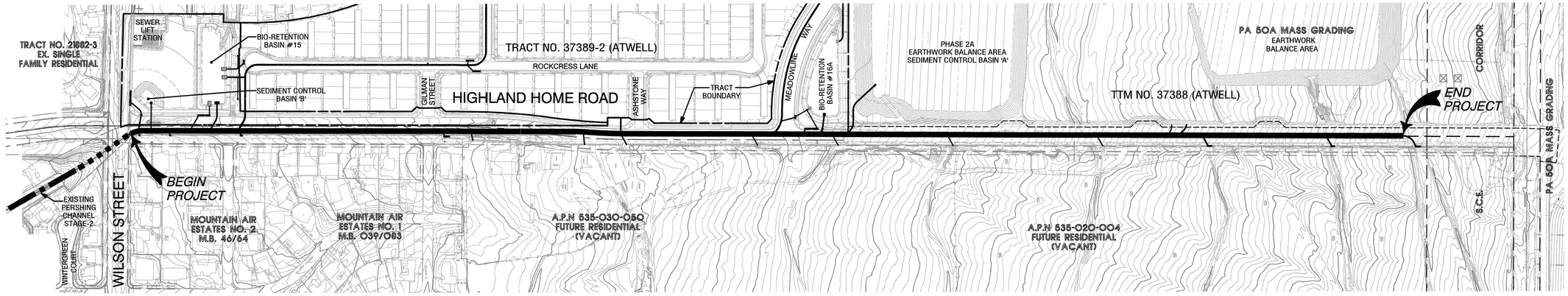
RECOMMENDED FOR APPROVAL BY: DATE: 9/15/2022
APPROVED BY: DATE: 09-19-2022

WEST PERSHING CHANNEL STAGE 5
LINE 'K'
STA. 148+00 TO STA. 148+76.80

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 15 OF 16

I:\854\08\ENGINEER\Plans\Storm Drain\Off-site\RCFC&WCD\854-08-SD 15.dwg, Aug 30, 2022

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT



NOTE: TABLE TO BE FILLED IN PRIOR TO DISTRICT "ALL-HANDS" MEETING OR AT THE REQUEST OF THE PLAN CHECKER

MAINTENANCE TABLE

SHEET	LINE / LAT	STATION FROM	STATION TO	SIZE AND MATERIAL	MAINTAINED BY
SHEET 3	LINE 'K'	100+37.08	103+67.89	10'W x 5'H RCB	RCFC & WCD
SHEET 3	LINE 'K'	103+83.89	104+00.00	84" RCP	RCFC & WCD
SHEET 4	LINE 'K'	104+00.00	104+47.96	84" RCP	RCFC & WCD
SHEET 4	LINE 'K'	104+56.89	108+00.00	72" RCP	RCFC & WCD
SHEET 5	LINE 'K'	108+00.00	112+00.00	72" RCP	RCFC & WCD
SHEET 6	LINE 'K'	112+00.00	116+00.00	72" RCP	RCFC & WCD
SHEET 7	LINE 'K'	116+00.00	120+00.00	72" RCP	RCFC & WCD
SHEET 8	LINE 'K'	120+00.00	124+00.00	72" RCP	RCFC & WCD
SHEET 9	LINE 'K'	124+00.00	127+60.48	72" RCP	RCFC & WCD
SHEET 9	LINE 'K'	127+70.02	128+00.00	54" RCP	RCFC & WCD
SHEET 10	LINE 'K'	128+00.00	132+00.00	54" RCP	RCFC & WCD
SHEET 11	LINE 'K'	132+00.00	136+00.00	54" RCP	RCFC & WCD
SHEET 12	LINE 'K'	136+00.00	137+10.73	54" RCP	RCFC & WCD
SHEET 12	LINE 'K'	137+15.40	140+00.00	48" RCP	RCFC & WCD
SHEET 13	LINE 'K'	140+00.00	144+00.00	48" RCP	RCFC & WCD
SHEET 14	LINE 'K'	144+00.00	145+81.05	48" RCP	RCFC & WCD
SHEET 14	LINE 'K'	145+87.84	148+00.00	42" RCP	RCFC & WCD
SHEET 15	LINE 'K'	148+00.00	148+72.13	42" RCP	RCFC & WCD

LEGEND

EXISTING PERSHING CHANNEL
MAINTAINED BY RCFC & WCD

EXISTING STORM DRAIN
MAINTAINED BY RCFC & WCD

PROPOSED STORM DRAIN
MAINTAINED BY RCFC & WCD

INDEX MAP
SCALE 1"=200'

TRACT NO. 37389-1

I:\08408\ENGINEERING\Plans\Storm Drain\OH-ahk\RCFCAMWCD\08408-SD 16.dwg, Aug 29, 2022

ENGINEER
REGISTERED PROFESSIONAL ENGINEER
EDWARD J. TENTA
No. 052496
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

MDS CONSULTING
MORSE SCHULTZ
17320 Redhill Ave.
Suite 350
Irvine, CA 92614
Voice: 949-251-8821
FAX: 949-251-0016
PLANNERS ENGINEERS SURVEYORS

PREPARED UNDER THE SUPERVISION OF: RCE No. 52496
DATE 8/30/22

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BURIED CABLE
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RECOMMENDED FOR APPROVAL BY:
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DATE: 09.15.2022

WEST PERSHING CHANNEL STAGE 5
MAINTENANCE PLAN

PROJECT NO. 5-0-00150
DRAWING NO. 5-0243
SHEET NO. 16 OF 16

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Caroline Patton, Administrative City Clerk**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Consideration of the Second Reading and Adoption of Ordinance 1606, Setting Salaries for City Council**

RECOMMENDATION:

Conduct second reading and adopt Ordinance 1606.

BACKGROUND:

Governor Newsom signed SB 329 into law in July 2023 that allows general law cities to adjust council member salaries for inflation for the first time in almost four decades. Prior to SB 329, city councils in general law cities could vote to receive a limited salary, which was capped based on population size provided in state law. Serving on a city council requires lengthy time commitments and limited pay can discourage many residents from running for office, especially low-income residents, single parents and young people.

Prior to SB 329, city councils in general law cities could vote to receive a limited salary, not to exceed caps based on population size provided in state law. They could not increase their salary annually. This limited mechanism did not allow salaries to stay in line with inflation. In previous decades, the Legislature updated these numbers for inflation, but the last update was in 1984 despite an over 300% increase in the cost of living.

SB 329 (Section 26516 of the Government Code) authorizes city councils to enact an ordinance providing that each member of the city council shall receive a salary based on the population of the city as set forth in paragraph (2) of Gov't. Code Section 26516. In cities up to and including 35,000 in population, the salary can be set up to and including nine hundred fifty dollars ($950) per month. The population is determined by the last preceding federal census, or a subsequent census, or estimate validated by the Department of Finance.

The salary of council members may be increased beyond the amount provided in this subdivision by an ordinance or by an amendment to an ordinance, but the amount of the increase shall not exceed the greater of either (1) an amount equal to 5 percent for each calendar year from the operative date of the last adjustment of the salary in effect when the ordinance or amendment is enacted or (2) an amount equal to inflation since January 1, 2024, based upon the California Consumer Price Index, which shall not exceed 10 percent for each calendar year. An ordinance cannot be enacted or amended to provide automatic future increases in salary.

Any amounts paid by a city for retirement, health and welfare, and federal social security benefits shall not be included for purposes of determining salary under Gov't Code Section 36516. Reimbursements for actual and necessary expenses pursuant to Section 36514.5 are also not included for purposes of

determining salary.

The City Council must consider the adoption of an ordinance to increase compensation in open session during at least two regular meetings of the city council. At the first meeting, the city council shall present the proposed ordinance, which shall including findings demonstrating the need for the increased compensation. At least seven days after the first meeting, the city council must hold a second meeting to consider whether to adopt the ordinance.

JUSTIFICATION:

City Council salaries have not been increased for many years and low compensation may discourage or even prohibit some residents from running for office.

FISCAL IMPACT:

As proposed, the annual cost of $950 per month will cost the City $57,000 annually. Currently, the City Council receives $180 per pay period, or $360 a month (totaling $21,600 annually). This represents an increase of $35,400 annually.

ALTERNATIVES:

Do not adopt and provide staff alternate direction.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Ordinance 1606, City Council Compensation.docx
2. SB 329.pdf

ORDINANCE 1606

AN ORDINANCE OF THE CITY OF BANNING, CALIFORNIA, AMENDING SECTION 2.04.030 OF THE BANNING MUNICIPAL CODE TO INCREASE THE SALARY OF EACH MEMBER OF THE CITY COUNCIL TO $950 PER MONTH

WHEREAS, Government Code Section 36516 provides that a City Council may enact an ordinance setting the salary for each member of the City Council, the amount of which shall be based upon population; and

WHEREAS, on October 24, 2006, the City Council adopted Ordinance 1354, setting City Councilmember compensation to $300 per month; and

WHEREAS, Government Code Section 36516(a)(2)(A) provides that cities up to and including 35,000 in population may set City Councilmember salaries by ordinance up to and including $950 per month; and

WHEREAS, Government Code Section 36516(a)(3) provides that the population of a city shall be determined by the last preceding federal census, or a subsequent census, or estimate validated by the Department of Finance; and

WHEREAS, the City of Banning population as of the 2020 federal census was 29,505 and the California Department of Finance has estimated that the 2024 population for Banning is 31,213; and

WHEREAS, the time, commitment, and expense of serving on the Banning City Council has increased significantly since 2006; and

WHEREAS, pursuant to Government Code Section 36516.5, changes to city councilmember salaries may not take effect until a new city council term begins and, in the case of councilmembers serving staggered terms, all councilmembers may receive the salary increase once one or more councilmembers begin a new term in office; and

WHEREAS, the next General Municipal Election for the City of Banning is to be held on November 5, 2024, and the proposed salary increase set forth in this Ordinance shall not take effect until the start of a new city council term following the November 2024 election;

The City Council of the City of Banning does hereby ordain as follows:

SECTION 1. All of the above recitals are true and correct and are herein by reference.

SECTION 2. The Council hereby finds that increasing time commitments by the Council and increasing cost of living demonstrate the need for the increase in compensation.

SECTION 3. Section 2.04.03 ("Compensation") of Chapter 2.04 ("City Council") of Title 2 ("Administration and Personnel") of the Banning Municipal Code is hereby amended to read as follows:

"**2.04.030 - Compensation.**

A. Pursuant to California Government Code section 36516(a)(2)(A), each council person shall receive a monthly salary of nine hundred fifty dollars.
B. Pursuant to California Government Code section 36516.5 the salary provided for in subsection A shall take effect as to all members of the city council only upon the commencement of the new or re-elected term of office by any member of council following the November 2024 municipal election.
C. Pursuant to California Government Code section 36516(a)(4), the City Council may increase the salary of each council person beyond the amount provided in subsection A by an ordinance or an amendment to an ordinance, provided the amount of the increase shall not exceed the greater of either of the following:
   (1) An amount equal to five percent for each calendar year from the operative date of the last adjustment of the salary in effect when the ordinance or amendment is enacted.
   (2) An amount equal to inflation since January 1, 2024, based upon the California Consumer Price Index, which shall not exceed ten percent for each calendar year."

SECTION 4. The City Clerk is directed to certify the passage and adoption of this Ordinance; cause it to be entered into the City of Banning's book of original ordinances; make a note of the passage and adoption in the records of this meeting; and, within fifteen (15) days after the passage and adoption of this Ordinance, cause it to be published or posted in accordance with California law.

SECTION 5. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause, phrase, or portion not declared invalid or unconstitutional without regard to whether any portion of this Ordinance would be subsequently declared invalid or unconstitutional.

SECTION 6. This Ordinance will become effective on the thirty-first (31st) day following its passage and adoption.

PASSED, APPROVED AND ADOPTED this 10th day of September 2024.

Alberto Sanchez, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

Serita Young, City Attorney
Richards, Watson & Gershon

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that Ordinance 1606 was duly introduced at a regular meeting of the City Council of the City of Banning, held on the 27th day of August 2024, and was duly adopted at a regular meeting of said City Council on the 10th day of September 2024, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

STATE OF CALIFORNIA
AUTHENTICATED
ELECTRONIC LEGAL MATERIAL

Senate Bill No. 329

CHAPTER 27

An act to amend Section 36516 of the Government Code, relating to local government.

[Approved by Governor June 29, 2023. Filed with Secretary of State June 29, 2023.]

LEGISLATIVE COUNSEL'S DIGEST

SB 329, Dodd. Cities: city council members: compensation.

Existing law authorizes a city council to enact an ordinance to provide each member of the city council a salary based upon the population of the city, as specified. Existing law authorizes that amount to be increased by the city council by an amount that does not exceed 5% for each calendar year from the operative date of the last adjustment of the salary that is in effect when the increase is enacted. Existing law provides for the procedures by which a city may enact ordinances.

This bill would increase the maximum amount of salary, based upon the population of the city, that may be approved by an ordinance passed by the city council, as specified. The bill would authorize the salary of council members to be increased beyond the specified maximums to an amount not exceeding the greater of either 5% for each calendar year from the operative date of the last adjustment of the salary in effect when the ordinance or amendment is enacted, or an amount equal to inflation since January 1, 2024, based upon the California Consumer Price Index, which shall not exceed 10% for each calendar year. The bill would require the city council to consider the adoption of an ordinance to increase council member compensation in open session during at least 2 regular meetings of the city council.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

(a) The compensation schedule for general law cities has not been adjusted since 1984, meaning that city council compensation has not kept pace with inflation.

(b) Allowing cities to adjust their compensation for inflation since 1984 may help city councils become more diverse because increased compensation can help individuals from across different income levels receive sufficient income from their service to help ensure that they can continue to serve the public and support their families.

SEC. 2. Section 36516 of the Government Code is amended to read:

36516. (a) (1) A city council may enact an ordinance providing that each member of the city council shall receive a salary based on the population of the city as set forth in paragraph (2).

(2) The salaries approved by ordinance under paragraph (1) shall be as follows:

(A) In cities up to and including 35,000 in population, up to and including nine hundred fifty dollars ($950) per month.

(B) In cities over 35,000 up to and including 50,000 in population, up to and including one thousand two hundred seventy-five dollars ($1,275) per month.

(C) In cities over 50,000 up to and including 75,000 in population, up to and including one thousand six hundred dollars ($1,600) per month.

(D) In cities over 75,000 up to and including 150,000 in population, up to and including one thousand nine hundred dollars ($1,900) per month.

(E) In cities over 150,000 up to and including 250,000 in population, up to and including two thousand five hundred fifty dollars ($2,550) per month.

(F) In cities over 250,000 population, up to and including three thousand two hundred dollars ($3,200) per month.

(3) For the purposes of this subdivision, the population of a city shall be determined by the last preceding federal census, or a subsequent census, or estimate validated by the Department of Finance.

(4) The salary of council members may be increased beyond the amount provided in this subdivision by an ordinance or by an amendment to an ordinance, but the amount of the increase shall not exceed the greater of either of the following:

(A) An amount equal to 5 percent for each calendar year from the operative date of the last adjustment of the salary in effect when the ordinance or amendment is enacted.

(B) An amount equal to inflation since January 1, 2024, based upon the California Consumer Price Index, which shall not exceed 10 percent for each calendar year.

(5) No ordinance shall be enacted or amended to provide automatic future increases in salary.

(b) Notwithstanding subdivision (a), at any municipal election, the question of whether city council members shall receive a salary for services, and the amount of that salary, may be submitted to the electors. If a majority of the electors voting at the election favor it, all of the council members shall receive the salary specified in the election call. The salary of council members may be increased beyond the amount provided in this section or decreased below the amount in the same manner.

(c) Unless specifically authorized by another statute, a city council may not enact an ordinance providing for compensation to city council members in excess of that authorized by the procedures described in subdivisions (a) and (b). For the purposes of this section, compensation includes payment for service by a city council member on a commission, committee, board, authority, or similar body on which the city council member serves. If the other statute that authorizes the compensation does not specify the amount

of compensation, the maximum amount shall be one hundred fifty dollars ($150) per month for each commission, committee, board, authority, or similar body.

(d) Any amounts paid by a city for retirement, health and welfare, and federal social security benefits shall not be included for purposes of determining salary under this section, provided that the same benefits are available and paid by the city for its employees.

(e) Any amounts paid by a city to reimburse a council member for actual and necessary expenses pursuant to Section 36514.5 shall not be included for purposes of determining salary pursuant to this section.

(f) A city council member may waive any or all of the compensation permitted by this section.

(g) (1) For the purposes of this section, a city council shall consider the adoption of an ordinance to increase compensation in open session during at least two regular meetings of the city council.

(2) At the first meeting, the city council shall present the proposed ordinance, which shall include findings demonstrating the need for the increased compensation. The ordinance shall not be adopted at the first meeting.

(3) At least seven days after the first meeting, the city council shall hold a second meeting to consider whether to adopt the ordinance.

O

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Perry Gerdes, Water/Wastewater Superintendent** **Art Vela, Director of Public Works**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Approving Amendment No. 1 to the Purchase Order with Pioneer Americas LLC in the Amount of $7,500 for a Total Purchase Order Amount of $32,500**

RECOMMENDATION:

Approve Amendment No. 1 to the purchase order with Pioneer Americas of Chicago, Illinois.

BACKGROUND:

The City of Banning owns and operates its own water systems, which includes twenty potable water wells. The City utilizes sodium hypochlorite for disinfection purposes prior to the delivery of potable water to the City's customers.

Over the past summer months, the use of sodium hypochlorite exceeded the original estimated quantities by two additional loads which resulted in exceeding the original contract amount by approximately $7,500. For the 2024/2025 fiscal year a purchase order was issued to Olin Corporation of Atlanta, Georgia which has changed their name to Pioneer Americas of Chicago, Illinois, a subsidiary of Olin Corporation.

JUSTIFICATION:

This fiscal year's purchase order with Pioneer Americas (Olin Corporation) in the amount of $25,000 has been exhausted. Amendment No. 1 will amend the purchase order by adding an additional $7,500 to cover two invoices.

FISCAL IMPACT:

Fiscal Year 2024/2025 purchase order with Pioneer Americas (Olin Corporation) is for an amount of $25,000.The purchase order currently has balance of $5,750.16. There are two unpaid invoices totaling $12,998.18 which leaves the funds short by $7,248.02.

If approved, Amendment No. 1 will add $7,500 to it for a total purchase order amount of $32,500 which will be funded by Account No. 660-6300-471.45.06.

ALTERNATIVES:

Reject staff's recommendation and provide alternative direction.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. 900401926.pdf
2. 900432158.pdf

Invoice

Pioneer Americas LLC
1209 c/o The Corporation Trust Company, Orange street, New castle
WILMINGTON DE 19802
USA

Mail-Invoice to	Ship To-Consignee
CITY OF BANNING 176 E LINCOLN ST BANNING CA 92220-4962 USA	CITY OF BANNING 3333 BLUFF ST BANNING CA 92220-1578 USA

Customer PO No.	Shipping Date	Terms of Payment-Due Date	Invoice Date	Invoice No.
32655	11-Apr-2024	NET 30 DAYS FROM INVOICE DATE / 11-May-2024	11-Apr-2024	900401926
Customer Reference No.	**Transport Mode**	**Shipping Point**	**Order No.**	**Reference No.**
	Road	Santa Fe Springs	10482214	80601522
GST / GSTIN	**VAT ID / TAX ID**	**Terms of Delivery**	**Internal Payer No.**	**VAT Sequential No.**
		PPD Duty Paid, Tax Paid	110005124	

Should you have any question please kindly contact your Receivable Specialist Carla Brown CBrown3@olin.com

Ultimate destination

Item No.	Material Code And Description	Quantity	Unit Price	Amount
10	1000000407 Sodium Hypochlorite 12.5 wt% Bacticide **Country Of Origin** USA; California **Gross Weight** 21,672.626 KG / 47,780.000 LB **Net Weight** 10,450.760 KG / 23,040.000 LB **Order** 10482214 **Ref No. Delivery** 80601522 **Shipment** 6900700405 **Vehicle No.** T8569 This is an end use pesticide application	2,304.00 SDG	2.622 USD / 1 SDG	6,041.09 USD
		California Envir Tax	2.100 %	126.86
			Subtotal	**6,167.95**
		TM: Fuel Surcharge Superfund Surcharge		117.75 9.11

				Subtotal	**6,294.81**
			TAX %	**Taxable Amount**	**Tax Amount**
Sales Tax		City Sales/Use	1.000	6,167.95	0.00
Sales Tax		County Sales/Use	0.250	6,167.95	0.00
Seller's Use Tax		District Sales/Use	0.500	6,167.95	0.00

Invoice

Pioneer Americas LLC
1209 c/o The Corporation Trust Company, Orange street, New castle
WILMINGTON DE 19802
USA

Sales Tax	State Sales/Use	6.000	6,167.95	0.00
		Total	**USD**	**6,294.81**

Sold-To	**Remit To**
CITY OF BANNING 176 E LINCOLN ST BANNING CA 92220-4962 USA	EFT/ ACH & Wire Payment Instructions: Account Number: 4451672834 Routing Number ACH/EFT: 111000012 Routing Number DOM Wires: 026009593 SWIFT: BOFAUS3N Account Name: Olin Corporation As Sole Member of Pioneer Americas Lockbox Mailing Address by regular US mail for Check Payments Pioneer Americas LLC C/O Olin Corp PO BOX 7410728 CHICAGO, IL 60674-0728 Lockbox Mailing Address by Courier for Check Payments Bank of America Pioneer Americas LLC C/O Olin Corp #10728 540 W Madison 4th floor Chicago, IL 60661 Please reference Invoice 900401926 on all payments / correspondence.Payment is valid only if made in the invoicing currency and in accordance with the above payment instructions.

Invoice

This Invoice is subject to and governed by the terms and conditions attached hereto, which terms and conditions apply to the sale of product described by this Invoice, except to the extent superseded by an applicable written contract executed by Seller and Customer. Any terms and conditions stated by Customer in any Purchase Order or other document related to the product listed on this Invoice that are in conflict with, different from, or in addition to the terms and conditions herein shall not be binding unless separately and expressly accepted in writing by Seller.

Terms and Conditions

1. WARRANTIES. Seller warrants that (a) the product when shipped will meet Seller's then current product sales specifications ("Specifications"), and (b) the title conveyed is good and the product is free from any lawful security interest, lien or encumbrance. SELLER MAKES NO FURTHER REPRESENTATIONS OR WARRANTIES, EXPRESS OR IMPLIED, OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, PRODUCT QUALITY AND PERFORMANCE OR OTHERWISE. Customer assumes all risk of patent infringement by reason of any use Customer makes of the product in combination with other material or in the operation of any process.

2. QUANTITY. Customer shall give Seller reasonable notice of requested quantities to be shipped each month and take deliveries in approximately equal monthly installments. The quantity shipped in any month may be limited by Seller to either (a) the monthly quantity herein specified or, if no monthly quantity is specified, the pro-rata portion of the maximum quantity herein specified, or (b) the average of the monthly quantities purchased by Customer for the preceding two months.

3. TAXES. Buyer will pay, or reimburse Seller for, all Taxes, except income taxes, property taxes, or employee withholding, which Seller may be required to pay or collect, unless Buyer provides to Seller legally valid tax-exempt documentation governing the transactions contemplated herein. For purposes of this contract, the term "Tax" or "Taxes" means all sales, use, goods and services, value added or ad valorem, production, industry and commerce, excise, superfund, environmental, oil spill, emissions or pollution-related (such as a "carbon tax" or "cap and trade system") taxes, fees, tariffs, duties, levies and assessments or similar charges in the nature of a tax that increase the cost to Seller of producing, selling or delivering the Product or of procuring materials used therein, whether in existence at the time this contract becomes effective or after, and any interest, fines and penalties thereon, imposed by any governmental authority in connection with the manufacture, purchase, sale, exchange, use, transportation, delivery, inspection or disposal of the product.

4. CREDIT. Customer will pay for the product on the terms described on the front of this order acknowledgement or invoice, as applicable. If (i) Customer does not pay on time or (ii) Customer's financial responsibility becomes unsatisfactory and Seller deems itself insecure, then Seller may defer shipments, accelerate the due date on all amounts owed Seller, and/or require cash payments or other security. Customer agrees to pay all of Seller's collection costs including reasonable legal fees and costs. Seller may charge Customer the maximum interest allowed by law on all overdue amounts.

5. Responsible Practices. Customer will (i) be solely responsible for determining the suitability of product in Customer's formulations and applications prior to use; (ii) familiarize itself with any product literature or information Seller provides under Seller's product stewardship program, including any safety data sheets received by Customer; (iii) adopt and follow safe and appropriate handling, storage, transportation, use, treatment and disposal practices with respect to the product, and the containers thereof, including such special care and practices as Customer's use of the product requires including, without limitation, all such practices required by federal, state, provincial and local government statutes, rules, regulations or ordinances; (iv) provide appropriate warnings to, and instruct, its employees, independent contractors, agents and customers of the precautions and safe use practices required in connection with the unloading, handling, storage, use, treatment, transportation and disposal of the product, and the containers thereof; and (v) comply with applicable health, safety, security and environmental laws and take action necessary to avoid spills or other dangers to persons, property or the environment. Seller may immediately suspend product shipments if Customer fails to comply with any of its commitments under this subsection. Customer will indemnify and hold Seller harmless for all claims, damages and related costs, including reasonable legal fees and costs, arising out of Customer's noncompliance with any of its commitments under this Section 5 and Section 6 below.

6. Inspection. Customer shall promptly, and in any event prior to use and/or commingling, inspect product shipments for any damage to packaging, shortage or non-conformance to the Specifications. All claims for damage to packaging, shortage or non-conformance which could reasonably be discoverable in the course of such investigation shall be waived unless Customer notifies Seller in accordance with Section 11.

7. TITLE AND RISK OF LOSS. Title to and risk of loss of all product sold shall pass to Customer at Seller's point of shipment whether or not Seller pays all or any part of the freight, and notwithstanding any shipping designation elsewhere in any purchase order or other document provided by Customer (such as FOB, INCOTERMS, etc.).

Customer shall promptly pay any demurrage/detention charges that result from Customer's failure to so unload and return such transportation equipment unless and to the extent that Customer's delay is due to Seller's fault. Railcars of chlorine are to be unloaded at Customer's facility only. Customer shall protect and be responsible for the prompt and safe return of all of Seller's equipment in Customer's possession, and Customer will be liable to Seller for any damage or destruction thereto. If any transportation equipment provided by Seller arrives at destination in damaged condition, Customer shall promptly notify (orally and in writing) the carrier and Seller about that condition. Seller shall not have to load or handle any container or equipment provided or arranged by Customer if such container or equipment does not meet Seller's reasonable standards. Customer will tender Seller's railroad cars to the railroad in accordance with any routing instructions provided by Seller. When product is to be shipped by barges or vessels, additional terms and conditions may apply that are available upon request. Seller may collect its standard detention charge for its equipment if held beyond Seller's allowable time. Carrier or Seller may collect carrier's standard detention

charge from Customer for carrier equipment if held beyond carrier's allowable time.

9. FORCE MAJEURE / EXCUSED PERFORMANCE. Neither party shall be liable for its failure to perform if due to any contingency beyond the reasonable control of the party affected, including but not limited to acts of God, war, fire, bad weather, flood, accident, labor trouble or shortage, civil disturbance, plant shut down, equipment failure, or voluntary or involuntary compliance with any applicable governmental regulation or order. Seller shall not be liable for its failure to perform hereunder if due to (i) any shortage or inability to obtain (on terms deemed economically and commercially practicable by Seller) any raw material (including power and energy), equipment or transportation, or (ii) any third party supplier or contractor failing to supply materials or provide services to Seller on terms Seller deems economically and commercially practicable. Any quantities not delivered or accepted because of any such contingency shall be eliminated from this order acknowledgement or invoice, as applicable. Seller shall not be obligated to deliver the product from other than the designated production or shipping points and there shall be no obligation to rebuild or repair any damage or destruction to such production or shipping points in order to fulfill Customer's order. During any period when Seller is unable to supply the ordered quantity of product, whether caused by the circumstances above or otherwise, Seller may allocate any available product among its customers, including its own subsidiaries, divisions and departments, on such basis as Seller deems fair and reasonable. Seller will not be obligated to obtain raw materials, intermediates or product from other sources or to allocate raw materials, intermediates or product from Seller's internal use. The foregoing provision shall in no event relieve Customer of its obligation to timely pay in-full a product invoice.

10. LIMITATION OF LIABILITIES. Customer's exclusive remedy, and Seller's total liability, for all claims arising out of this order acknowledgement or invoice, as applicable, including without limitation breach of warranty, negligence, strict liability and tort, are limited to customer having the option of replacement or repayment of the purchase price paid for the product which is the subject of the claim(s). In no event shall Seller be liable to Customer for any incidental, consequential, punitive or special damages arising in connection with this transaction or the product sold hereunder. Customer assumes all risks and liability, and Seller assumes no liability, with respect to unloading and discharge of the product (including failure of discharge or unloading implements or materials used by Customer, whether or not supplied by Seller), storage, handling, sale and use of the product (including its use alone or in combination with other substances or in the operation of any process), and the compliance or non-compliance with all federal, state, provincial and local laws and regulations applicable to the product.

11. CLAIMS. The weights, tares and tests fixed by Seller's processes, equipment and documentation shall govern unless proven to be incorrect. Claims relating to quantity, quality, weight, condition and loss of or damage to any of the product sold hereunder shall be waived by Customer unless made in writing to Seller within thirty (30) days after receipt of product by Customer. All other claims shall be waived by Customer unless made in writing to Seller within ninety (90) days after Customer learns, or should reasonably have learned, of such claim.

12. ASSIGNMENT. This order acknowledgement or invoice, as applicable, is not transferable or assignable by Customer without prior written consent of Seller. Customer hereby consents, without further notice from Seller, to Seller's potential future assignment or delegation of some or all of Seller's obligations hereunder to any Affiliate, in which case the Affiliate may effect delivery of product and invoice Customer directly. In the case of such assignment, all terms and conditions of this order acknowledgement or invoice, as applicable, shall remain in full force and effect. "Affiliate" means with respect to any entity, any other entity directly or indirectly owning, owned by, or under common ownership with, such entity; for purposes of this definition, "owning", "owned" and "ownership" shall mean the possession, directly or indirectly, of an ownership interest, directly or indirectly through one or more intermediaries, of at least fifty percent as a result of ownership of stock or other voting securities, contractual relationship or otherwise.

13. CHOICE OF LAW. Seller and Customer do hereby agree and acknowledge that this transaction is made and entered into in the State of Missouri and the parties hereto do hereby consent to the jurisdiction of the federal courts of the United States District Court for the Eastern District of Missouri (Eastern Division) and the state court in St. Louis County, Missouri. Additionally, this transaction shall be governed by and construed in accordance with the laws of the State of Missouri without regard to its conflict of laws provisions. The United Nations Convention on Contracts for the International Sale of Goods is expressly excluded.

14. EXPORT. Customer agrees to comply with all export laws of the United States and of any country having jurisdiction over Customer or the transactions contemplated by this order acknowledgement or invoice, as applicable.

15. ANTI-BRIBERY / ANTI-CORRUPTION. Each party represents and warrants that it understands and shall comply with the requirements of the U.S. Foreign Corrupt Practices Act and all other applicable anti-bribery and anti-corruption laws of the jurisdictions under which each party is or may be acting hereunder.

16. SEVERABILITY. If any provision of this order acknowledgement or invoice, as applicable, is declared invalid by any court or government agency, all other provisions shall remain in full force and effect.

17. NON-WAIVER. Seller's or Customer's waiver of any breach or failure to enforce any of these terms or conditions at any time shall not in any way affect, limit or waive such party's right thereafter to enforce strict compliance with every term and condition hereof.

18. ENTIRE AGREEMENT; TERMS AND CONDITIONS. This document constitutes the complete and final agreement between Seller and Customer concerning the sale of the products referenced in this order acknowledgement or invoice, as applicable, unless the parties have executed an applicable written contract. Any additional or different terms stated by Customer in a purchase order or other document related to this transaction are objected to and will not be binding unless expressly agreed to by Seller in writing. As an offer, Seller's order acknowledgement expressly limits acceptance to these terms and conditions. As an acceptance of the Customer's offer, this acceptance is expressly conditioned on the Customer's assent to any additional or different terms contained herein. Such assent shall be deemed given unless Customer notifies Seller in writing of Customer's objection to specific terms within three (3) days after Seller's issuance of an order acknowledgment. Issuance of a purchase order or other document by Customer with additional or different terms is not an objection to

specific terms of the order acknowledgment or invoice. Seller's performance under an order acknowledgment does not constitute an acceptance of provisions of any purchase order or other document provided by Customer that are different from or in addition to the terms of the order acknowledgment, and such different or additional provisions are expressly rejected.

19. NOTICE REGARDING SALES IN CANADA. It is the express wish of the parties hereto that this order acknowledgement or invoice, as applicable, and any related documents be drawn up and executed in English. Il est la volonté expresse des parties que ce contrat et tous les documents s'y rattachant soient rédigés et signés en anglais.

The following Section 20 is applicable only to sales by Seller's Chlor Alkali Products and Vinyls division:

20. ASSESSMENT PROCESS. (a) In connection with,Seller's product stewardship efforts, seller, its employees, and agents shall have the right, but not the obligation, at any reasonable time to assess and inspect all of Customer's locations where Seller products are or will be used, handled, processed, stored, or transported, and Customer shall cooperate fully with Seller, its employees, and agents during said assessments and inspections. In the event that Seller exercises its right to inspect. Customer's locations, Customer shall advise Seller, its employees, and agents of all safety rules applicable to the locations, and Seller shall require its employees and agents to comply with said safety rules. (b) Seller shall also have the right at any reasonable time to inspect and obtain copies of all documents, records, reports, and other information, including, but not limited to, product storage and handling practices and procedures, related to Customer's use, handling, processing, storage, recycling, transportation, and disposal of Seller products, and to inspect and test any equipment, containers, tanks, vehicles, pipelines, and vessels used to handle, process, store, recycle, transport, or dispose of Seller products. Product loaded into such equipment will meet applicable warranties provided at the time of loading. Should any product contamination result in whole or in part as a result of use of Customer's equipment, then such warranties will be null and void. (c) In the event that Customer fails to comply with any of its obligations under subsections (a) or (b) of this Section or in the event that Customer fails to meet minimum safety standards identified by Seller, Seller reserves the right to take any and all action Seller deems appropriate, including, but not limited to, withholding delivery of Seller products and/or termination of the transaction. (d) If Customer requests any assessment, review or audit of Seller, such assessment, review or audit shall be subject to Seller's prior written approval, which may be withheld in Seller's sole discretion, and Seller may impose a reasonable charge for such assessment, review or audit, which shall be paid by Customer.

The following Sections 21, 22 and 23 are applicable only to sales by Seller's Epoxy division:

21. SDS. Seller will supply Customer with current safety data sheets (SDS) in connection with any sales of products.

22. SPECIAL CONDITIONS FOR CROSS BORDER SALES. The following special conditions will apply for cross-border sales: (a) In case of breakage or loss in transit have notation of same made on expense bill before paying freight. All claims must be made within 5 days after receipt of products at port of entry. (b) Each container for which a deposit is charged remains the property of Seller and must not be used for the shipment or storage of any other material. All such containers must be emptied and returned within 120 days from the date of invoice, transportation charges prepaid to the United States of America port of entry. If so returned in good condition the deposit charge will be refunded.

23. NOTICE REGARDING MEDICAL APPLICATION RESTRICTIONS. Seller will not knowingly sell or sample any of Seller's products or services into any commercial or developmental application that is intended for (a) long-term or permanent contact with internal bodily fluids or tissues. "Long-term" is contact which exceeds 72 continuous hours, (b) use in cardiac prosthetic devices regardless of the length of time involved ("cardiac prosthetic devices" include, but are not limited to, pacemaker leads and devices, artificial hearts, heart valves, intra-aortic balloons and control systems, and ventricular bypass-assisted devices), (c) use as a critical component in medical devices that support or sustain human life; or (d) use specifically by pregnant women or in applications designed specifically to promote or interfere with human reproduction. Seller requests that customers considering use of Seller's products in medical applications notify Seller so that appropriate assessments may be conducted. Seller does not endorse or claim suitability of its products for specific medical applications. It is the responsibility of the Customer to determine that the Seller's products are safe, lawful, and technically suitable for their intended use. SELLER MAKES NO WARRANTIES, EXPRESS OR IMPLIED, CONCERNING THE SUITABILITY OF ANY OF SELLER'S PRODUCT FOR USE IN MEDICAL APPLICATIONS.

Form-US-ENG-3-14-19

Invoice

Pioneer Americas LLC
1209 c/o The Corporation Trust Company, Orange street, New castle
WILMINGTON DE 19802
USA

Mail-Invoice to	Ship To-Consignee
CITY OF BANNING 176 E LINCOLN ST BANNING CA 92220-4962 USA	CITY OF BANNING 3333 BLUFF ST BANNING CA 92220-1578 USA

Customer PO No.	Shipping Date	Terms of Payment-Due Date	Invoice Date	Invoice No.
32622	24-Jun-2024	NET 30 DAYS FROM INVOICE DATE / 24-Jul-2024	24-Jun-2024	900432158
Customer Reference No.	**Transport Mode**	**Shipping Point**	**Order No.**	**Reference No.**
	Road	Santa Fe Springs	10516425	80643854
GST / GSTIN	**VAT ID / TAX ID**	**Terms of Delivery**	**Internal Payer No.**	**VAT Sequential No.**
		PPD Duty Paid, Tax Paid	110005124	

Should you have any question please kindly contact your Receivable Specialist Carla Brown CBrown3@olin.com

Ultimate destination

Item No.	Material Code And Description	Quantity	Unit Price	Amount
10	1000000407 Sodium Hypochlorite 12.5 wt% Bacticide **Country Of Origin** USA; California **Gross Weight** 24,439.537 KG / 53,880.000 LB **Net Weight** 11,357.944 KG / 25,040.000 LB **Order** 10516425 **Ref No. Delivery** 80643854 **Shipment** 6900750968 **Vehicle No.** T8548 This is an end use pesticide application	2,504.00 SDG	2.622 USD / 1 SDG	6,565.49 USD
		California Envir Tax	2.100 %	137.88
			Subtotal	**6,703.37**
		TM: Fuel Surcharge Superfund Surcharge		88.31 9.90
			Subtotal	**6,801.58**

		TAX %	Taxable Amount	Tax Amount
Sales Tax	City Sales/Use	1.000	6,663.70	0.00
Sales Tax	County Sales/Use	0.250	6,663.70	0.00
Seller's Use Tax	District Sales/Use	0.500	6,663.70	0.00

Invoice

Pioneer Americas LLC
1209 c/o The Corporation Trust Company, Orange street, New castle
WILMINGTON DE 19802
USA

Sales Tax	State Sales/Use	6.000	6,663.70	0.00
		Total	**USD**	**6,801.58**

Sold-To	**Remit To**
CITY OF BANNING 176 E LINCOLN ST BANNING CA 92220-4962 USA	EFT/ ACH & Wire Payment Instructions: Account Number: 4451672834 Routing Number ACH/EFT: 111000012 Routing Number DOM Wires: 026009593 SWIFT: BOFAUS3N Account Name: Olin Corporation As Sole Member of Pioneer Americas Lockbox Mailing Address by regular US mail for Check Payments Pioneer Americas LLC C/O Olin Corp PO BOX 7410728 CHICAGO, IL 60674-0728 Lockbox Mailing Address by Courier for Check Payments Bank of America Pioneer Americas LLC C/O Olin Corp #10728 540 W Madison 4th floor Chicago, IL 60661 Please reference Invoice 900432158 on all payments / correspondence.Payment is valid only if made in the invoicing currency and in accordance with the above payment instructions.

Invoice

This Invoice is subject to and governed by the terms and conditions attached hereto, which terms and conditions apply to the sale of product described by this Invoice, except to the extent superseded by an applicable written contract executed by Seller and Customer. Any terms and conditions stated by Customer in any Purchase Order or other document related to the product listed on this Invoice that are in conflict with, different from, or in addition to the terms and conditions herein shall not be binding unless separately and expressly accepted in writing by Seller.

Terms and Conditions

1. WARRANTIES. Seller warrants that (a) the product when shipped will meet Seller's then current product sales specifications ("Specifications"), and (b) the title conveyed is good and the product is free from any lawful security interest, lien or encumbrance. SELLER MAKES NO FURTHER REPRESENTATIONS OR WARRANTIES, EXPRESS OR IMPLIED, OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, PRODUCT QUALITY AND PERFORMANCE OR OTHERWISE. Customer assumes all risk of patent infringement by reason of any use Customer makes of the product in combination with other material or in the operation of any process.

2. QUANTITY. Customer shall give Seller reasonable notice of requested quantities to be shipped each month and take deliveries in approximately equal monthly installments. The quantity shipped in any month may be limited by Seller to either (a) the monthly quantity herein specified or, if no monthly quantity is specified, the pro-rata portion of the maximum quantity herein specified, or (b) the average of the monthly quantities purchased by Customer for the preceding two months.

3. TAXES. Buyer will pay, or reimburse Seller for, all Taxes, except income taxes, property taxes, or employee withholding, which Seller may be required to pay or collect, unless Buyer provides to Seller legally valid tax-exempt documentation governing the transactions contemplated herein. For purposes of this contract, the term "Tax" or "Taxes" means all sales, use, goods and services, value added or ad valorem, production, industry and commerce, excise, superfund, environmental, oil spill, emissions or pollution-related (such as a "carbon tax" or "cap and trade system") taxes, fees, tariffs, duties, levies and assessments or similar charges in the nature of a tax that increase the cost to Seller of producing, selling or delivering the Product or of procuring materials used therein, whether in existence at the time this contract becomes effective or after, and any interest, fines and penalties thereon, imposed by any governmental authority in connection with the manufacture, purchase, sale, exchange, use, transportation, delivery, inspection or disposal of the product.

4. CREDIT. Customer will pay for the product on the terms described on the front of this order acknowledgement or invoice, as applicable. If (i) Customer does not pay on time or (ii) Customer's financial responsibility becomes unsatisfactory and Seller deems itself insecure, then Seller may defer shipments, accelerate the due date on all amounts owed Seller, and/or require cash payments or other security. Customer agrees to pay all of Seller's collection costs including reasonable legal fees and costs. Seller may charge Customer the maximum interest allowed by law on all overdue amounts.

5. Responsible Practices. Customer will (i) be solely responsible for determining the suitability of product in Customer's formulations and applications prior to use; (ii) familiarize itself with any product literature or information Seller provides under Seller's product stewardship program, including any safety data sheets received by Customer; (iii) adopt and follow safe and appropriate handling, storage, transportation, use, treatment and disposal practices with respect to the product, and the containers thereof, including such special care and practices as Customer's use of the product requires including, without limitation, all such practices required by federal, state, provincial and local government statutes, rules, regulations or ordinances; (iv) provide appropriate warnings to, and instruct, its employees, independent contractors, agents and customers of the precautions and safe use practices required in connection with the unloading, handling, storage, use, treatment, transportation and disposal of the product, and the containers thereof; and (v) comply with applicable health, safety, security and environmental laws and take action necessary to avoid spills or other dangers to persons, property or the environment. Seller may immediately suspend product shipments if Customer fails to comply with any of its commitments under this subsection. Customer will indemnify and hold Seller harmless for all claims, damages and related costs, including reasonable legal fees and costs, arising out of Customer's noncompliance with any of its commitments under this Section 5 and Section 6 below.

6. Inspection. Customer shall promptly, and in any event prior to use and/or commingling, inspect product shipments for any damage to packaging, shortage or non-conformance to the Specifications. All claims for damage to packaging, shortage or non-conformance which could reasonably be discoverable in the course of such investigation shall be waived unless Customer notifies Seller in accordance with Section 11.

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charge from Customer for carrier equipment if held beyond carrier's allowable time.

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specific terms of the order acknowledgment or invoice. Seller's performance under an order acknowledgment does not constitute an acceptance of provisions of any purchase order or other document provided by Customer that are different from or in addition to the terms of the order acknowledgment, and such different or additional provisions are expressly rejected.

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The following Section 20 is applicable only to sales by Seller's Chlor Alkali Products and Vinyls division:

20. ASSESSMENT PROCESS. (a) In connection with,Seller's product stewardship efforts, seller, its employees, and agents shall have the right, but not the obligation, at any reasonable time to assess and inspect all of Customer's locations where Seller products are or will be used, handled, processed, stored, or transported, and Customer shall cooperate fully with Seller, its employees, and agents during said assessments and inspections. In the event that Seller exercises its right to inspect. Customer's locations, Customer shall advise Seller, its employees, and agents of all safety rules applicable to the locations, and Seller shall require its employees and agents to comply with said safety rules. (b) Seller shall also have the right at any reasonable time to inspect and obtain copies of all documents, records, reports, and other information, including, but not limited to, product storage and handling practices and procedures, related to Customer's use, handling, processing, storage, recycling, transportation, and disposal of Seller products, and to inspect and test any equipment, containers, tanks, vehicles, pipelines, and vessels used to handle, process, store, recycle, transport, or dispose of Seller products. Product loaded into such equipment will meet applicable warranties provided at the time of loading. Should any product contamination result in whole or in part as a result of use of Customer's equipment, then such warranties will be null and void. (c) In the event that Customer fails to comply with any of its obligations under subsections (a) or (b) of this Section or in the event that Customer fails to meet minimum safety standards identified by Seller, Seller reserves the right to take any and all action Seller deems appropriate, including, but not limited to, withholding delivery of Seller products and/or termination of the transaction. (d) If Customer requests any assessment, review or audit of Seller, such assessment, review or audit shall be subject to Seller's prior written approval, which may be withheld in Seller's sole discretion, and Seller may impose a reasonable charge for such assessment, review or audit, which shall be paid by Customer.

The following Sections 21, 22 and 23 are applicable only to sales by Seller's Epoxy division:

21. SDS. Seller will supply Customer with current safety data sheets (SDS) in connection with any sales of products.

22. SPECIAL CONDITIONS FOR CROSS BORDER SALES. The following special conditions will apply for cross-border sales: (a) In case of breakage or loss in transit have notation of same made on expense bill before paying freight. All claims must be made within 5 days after receipt of products at port of entry. (b) Each container for which a deposit is charged remains the property of Seller and must not be used for the shipment or storage of any other material. All such containers must be emptied and returned within 120 days from the date of invoice, transportation charges prepaid to the United States of America port of entry. If so returned in good condition the deposit charge will be refunded.

23. NOTICE REGARDING MEDICAL APPLICATION RESTRICTIONS. Seller will not knowingly sell or sample any of Seller's products or services into any commercial or developmental application that is intended for (a) long-term or permanent contact with internal bodily fluids or tissues. "Long-term" is contact which exceeds 72 continuous hours, (b) use in cardiac prosthetic devices regardless of the length of time involved ("cardiac prosthetic devices" include, but are not limited to, pacemaker leads and devices, artificial hearts, heart valves, intra-aortic balloons and control systems, and ventricular bypass-assisted devices), (c) use as a critical component in medical devices that support or sustain human life; or (d) use specifically by pregnant women or in applications designed specifically to promote or interfere with human reproduction. Seller requests that customers considering use of Seller's products in medical applications notify Seller so that appropriate assessments may be conducted. Seller does not endorse or claim suitability of its products for specific medical applications. It is the responsibility of the Customer to determine that the Seller's products are safe, lawful, and technically suitable for their intended use. SELLER MAKES NO WARRANTIES, EXPRESS OR IMPLIED, CONCERNING THE SUITABILITY OF ANY OF SELLER'S PRODUCT FOR USE IN MEDICAL APPLICATIONS.

Form-US-ENG-3-14-19

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Jennifer Jackson, Grants Program Manager** **Doug Schulze, City Manager**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Consideration of Resolution 2024-144, In Support of Proposition 36: The Homelessness, Drug Addiction, and Theft Reduction Act**

RECOMMENDATION:

Adopt Resolution 2024-144.

BACKGROUND:

Passed in 2014, Proposition 47 achieved notable success in making California's criminal justice system more equitable. However, it led to unintended consequences over the past decade, including repeat and often organized retail theft and difficulty incentivizing people to seek drug and mental health treatment. This cycle fuels the circumstances that lead to homelessness.

Following the submittal of over 900,000 signatures in support of "The Homelessness, Drug Addiction and Theft Reduction Act," California's Secretary of State announced that the initiative qualified to appear on the November 5, 2024, statewide ballot as Proposition 36. If approved by voters, this measure would revise elements of Proposition 47, which reclassified certain drug and property-related crimes as misdemeanors instead of felonies.

A major goal of reclassifying specific crimes under Proposition 47 was to reduce incarceration rates and focus resources on violent and serious offenders. However, there continues to be questions about its impact on crime rates, with evidence it has led to an increase in certain types of theft and larceny. For example, following the approval of Proposition 47, the State experienced a nine percent increase in larceny offenses and an increase in auto break-in thefts compared to other states.

In 2017, the California Supreme Court ruled that a person convicted of a felony for stealing a car could now have their conviction reduced to a misdemeanor if the vehicle was worth $950 or less, and in 2018, researchers found that Proposition 47 contributed to an increase in car burglaries, shoplifting and other thefts. Because thieves now frequently target items below $950, many retailers have had to secure their high-theft items to prevent further losses. Large retailers, including supermarkets and pharmacies reported that shoplifting increased from 15% to over 50% in some cases following the approval of Proposition 47.

Several major retailers have had to close stores in the hardest hit areas. The incessant criminal acts have led to frustration and safety concerns for business owners, employees, and customers. In some instances, clashes between thieves and retail employees attempting to stop thefts have escalated into violence, even resulting in fatalities.

According to the California Retailers' Association, there are even instances of criminals bringing calculators into stores to ensure the amount of goods they are stealing do not exceed $950. Because prosecutors often decide against prosecuting thefts under $950, and with only 6.6% of reported theft incidents resulting in an arrest in 2022, down from 15% in 2013, many retailers no longer report many thefts to the police.

JUSTIFICATION:

The Homelessness, Drug Addiction, and Theft Reduction Act will address homelessness, drug addiction, and theft in the following ways:

Addresses Organized and Serial Retail Theft

- Classifies repeated theft as a felony for individuals who steal less than $950 if they have two or more prior theft related convictions.
- Allows stolen property values from multiple thefts to be combined so repeat offenders can be charged with a felony if the total exceeds $950, countering tactics by career criminals to avoid harsher penalties.
- Authorizes judges to impose an enhanced penalty when an offender steals, damages, or destroys property by participating in organized theft with two or more offenders or by causing losses of $50,000 or more.

Confronts the Fentanyl Crisis in Our Communities

- The fentanyl crisis has reached alarming levels and is now responsible for 20 percent of youth deaths in California. This measure will define fentanyl as a hard drug, hold individuals convicted of trafficking fentanyl accountable, and would grant judges greater discretion in sentencing drug traffickers.
- Adds fentanyl to the list of hard drugs — such as heroin, cocaine, and methamphetamine — that are illegal to possess with a firearm and authorizes greater consequences for selling deadly quantities.
- Enables stricter penalties for dealers whose drug trafficking causes death or serious injury and warns traffickers of potential murder charges if continued drug trafficking results in fatalities.

Prioritizes Mental Health and Drug Treatment

- Breaking the cycle of repeat offenders means addressing the many root causes of retail theft. This measure provides critical mental health, drug treatment services, and job training within our justice system for people who are experiencing homelessness or struggling with mental health challenges or substance misuse.
- Enacts a new class of crime called a “treatment-mandated felony” where offenders with multiple hard drug possession convictions would be given the option of participating in drug and mental health treatment in lieu of incarceration.
- Allows offenders who successfully complete drug and mental health treatment to avoid jail time and have the charge fully expunged.

Prop 36 is supported by the League of California Cities, California Police Chiefs, California Small Business Association, California Sheriff's Association and numerous other businesses, elected leaders, law enforcement agencies, taxpayer organizations, social justice organizations, and crime victims’ and drug survivor advocates.

FISCAL IMPACT:

N/A

ALTERNATIVES:

Do not adopt Resolution 2024-144 and provide alternative direction to staff.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Resolution 2024-144, Support of Prop 36 - The Homelessness, Drug Addiction, and Theft Reduction Act.docx

RESOLUTION 2024-144

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, IN SUPPORT OF PROPOSITION 36: THE HOMELESSNESS, DRUG ADDICTION, AND THEFT REDUCTION ACT

WHEREAS, while Prop 47 achieved notable success in making California's criminal justice system more equitable, Prop 47 has also led to unintended consequences over the past decade; and

WHEREAS, unintended consequences of Prop 47 include repeat and often organized retail theft, inner-city store closings, and difficulty convincing people to seek drug and mental health treatment; and

WHEREAS, rampant retail theft is harming businesses and residents in California because those who commit these crimes know they'll get away with it even if they are caught; and

WHEREAS, Prop 36, the "Homelessness, Drug Addiction, and Theft Reduction Act," is a bi-partisan measure that provides common sense, targeted reforms to Prop 47 that legislative proposals alone are unable to deliver; and

WHEREAS, this measure will hold repeat offenders accountable for the safety of our communities, rather than putting them back on the streets; and

WHEREAS, the fentanyl crisis has reached alarming levels, and is now responsible for 20 percent of youth deaths in California; and

WHEREAS, Prop 36, the "Homelessness, Drug Addiction, and Theft Reduction Act," will define fentanyl as a hard drug, hold individuals convicted of trafficking fentanyl accountable, and grant judges greater discretion in sentencing drug traffickers; and

WHEREAS, Prop 36, the "Homelessness, Drug Addiction, and Theft Reduction Act," provides critical mental health, drug treatment services, and job training within our justice system for people who are homeless and suffering from mental illness or struggling with substance abuse; and

WHEREAS, it's time for meaningful reforms to our justice system that ensure our communities are safe.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The City Council formally expresses support for Prop 36, the "Homelessness, Drug Addiction, and Theft Reduction Act," and the benefit that it provides for our community's safety.

SECTION 2. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 10th day of September 2024.

Alberto Sanchez, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

Serita R. Young, City Attorney
Richards, Watson & Gershon

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2024-144, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 10th day of September 2024 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Caroline Patton, Administrative City Clerk** **Doug Schulze, City Manager**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Consideration of Resolution 2024-145, Declaring Pursuant to Government Code Section 54221 That Real Property Owned by the City, Located at 646 West Ramsey Street, Banning, California (Consisting of APN 540-191-008) Is Designated As Surplus Land and Not Necessary for the City's Use at This Time, Finding That Such Declaration Is Exempt From Environmental Review Under the California Environmental Quality Act, and Taking Related Actions**

RECOMMENDATION:

Adopt Resolution 2024-145

BACKGROUND:

The City of Banning ("City") is the owner in fee simple of that certain real property, located at 646 West Ramsey Street, Banning, California (consisting of APN 540-191-008) described in Exhibit "A" to the attached Resolution ("Property"). Under the Surplus Land Act, Government Code Sections 54220-54234 (the "Act"), as recently amended by AB 1486, surplus land is land owned in fee simple by the City for which the City Council takes formal action in a regular public meeting declaring the land is surplus and not necessary for the City's use. The Act provides that such land shall be declared either surplus land or exempt surplus land before the City may take action to dispose of it consistent with the City's policies or procedures.

Pursuant to the Act, surplus land is land owned in fee simple by the City for which the City Council takes formal action in a regular public meeting declaring the land is surplus and not necessary for the City's use. The land must be declared either surplus land or exempt surplus land. Under the Act, land is necessary for the City's use if the land is being used or is planned to be used pursuant to a written plan adopted by the City Council for City work or operations.

Government Code Section 54222 requires the City, if it declares land it owns to be surplus and not necessary for the City's use, to provide written notice thereof to certain local agencies and housing sponsors ("Designated Entities"), the form of such notification is included as Exhibit "B" to the attached Resolution ("Notification Process"). The Notification Process provides Designated Entities a 60-day opportunity to request to negotiate for the lease or sale of the Property consistent with parameters for such negotiations provided by the Act. If the City does not receive any notices of interest within the 60-day period or the notices of interest do not comply with the Act, the City may dispose of the Property without further regard to the requirements of the Act. If the City receives a notice of interest from one or more Designated Entities within the 60-day period, the City must enter good faith negotiations with the Designated Entity or entities in an attempt to agree to a mutually satisfactory sales price and terms or

lease terms. If the City does not agree on price and terms with any of the entities after a negotiation period of at least 90 days, the City may dispose of the surplus land without further regard to the Act. Notwithstanding the forgoing, the California Department of Housing and Community Development ("HCD") has oversight authority over negotiations with Designated Entities for the purpose of confirming that such negotiations, if any, were conducted within the parameters described in the Act.

In this case, the Property consists of a single (1) use category: i) APN 540-191-008 is undeveloped and is not otherwise being used by the City. Based on the real estate principle of "Highest and Best Use", the City Council is considering the feasibility of leasing or selling all or a portion of the Property for private development purposes to increase employment opportunities and increase local tax-ratables.

City staff has evaluated the Property for its potential to be used for alternate City work or operations and has determined that the Property is not needed for such City uses at this time. Approval of the attached Resolution will confirm the City Council's declaration that the Property is surplus and not necessary for the City's use at this time and authorize the initiation of the Notification Process.

JUSTIFICATION:

CALIFORNIA ENVIRONMENTAL QUALITY ACT:

The attached Resolution has been reviewed with respect to the applicability of the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*) ("CEQA"). City staff has determined that the designation of this property as surplus does not have the potential for creating a significant effect on the environment and is therefore exempt from further review pursuant to State CEQA Guidelines Section 15060(c)(3), because it is not a project as defined by the CEQA Guidelines Section 15378. Adoption of the Resolution does not have the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. If and when the property is sold to a purchaser and that purchaser proposes a use for the property that requires a discretionary permit and CEQA review, that future use and project will be analyzed at the appropriate time in accordance with CEQA.

FISCAL IMPACT:

It is anticipated that the Parcels will be sold for market value. In such case, the land sales proceeds will be retained by the General Fund. The land and any future improvements will be subject to the 1% general tax levy, which will generate additional General Fund revenues.

ALTERNATIVES:

Do not adopt Resolution 2024-145 and provide staff alternate direction.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Resolution 2024-145, SLA 646 W Ramsey.docx
2. Map - Aerial.pdf
3. Tax Map.pdf

RESOLUTION 2024-145

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA DECLARING PURSUANT TO GOVERNMENT CODE SECTION 54221 THAT REAL PROPERTY OWNED BY THE CITY, LOCATED AT 646 WEST RAMSEY STREET, BANNING, CALIFORNIA (CONSISTING OF APN 540-191-008) IS DESIGNATED AS SURPLUS LAND AND NOT NECESSARY FOR THE CITY'S USE AT THIS TIME, FINDING THAT SUCH DECLARATION IS EXEMPT FROM ENVIRONMENTAL REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND TAKING RELATED ACTIONS

WHEREAS, the City of Banning ("City") is the owner in fee simple of that certain real property, located at 646 West Ramsey Street, Banning, California (consisting of APN 540-191-008) described in Exhibit "A," attached hereto and made a part of hereof ("Property"); and

WHEREAS, under the Surplus Property Land Act, Government Code Sections 54220-54234 ("Act") as recently amended by AB 1486, surplus land is land owned in fee simple by the City for which the City Council takes formal action in a regular public meeting declaring the land is surplus and not necessary for the City's use; and

WHEREAS, the Act provides that such land shall be declared either surplus land or exempt surplus land before the City may take action to dispose of it consistent with the City's policies or procedures; and

WHEREAS, pursuant to the Act, land is necessary for the City's use if the land is being used, or is planned to be used pursuant to a written plan adopted by the City Council, for City work or operations; and

WHEREAS, Government Code Section 54222, requires the City, if it declares land it owns to be surplus and not necessary for the City's use, to provide written notice thereof to certain local agencies and housing sponsors ("Designated Entities"), the form of such notification is included as Exhibit "B" to this Resolution ("Notification Process"); and

WHEREAS, the Notification Process provides Designated Entities a 60-day opportunity to request to negotiate for the lease or sale of the Property consistent with parameters for such negotiations provided by the Act; and

WHEREAS, the Property consists of a single (1) use category: i) APN 540-191-008 is undeveloped and is not otherwise being used by the City; and

WHEREAS, based on the real estate principle of "Highest and Best Use", the City Council is considering the feasibility of leasing or selling all or a portion of the Property for private development purposes to increase employment opportunities and increase local tax-ratables; and

WHEREAS, City staff has evaluated the Property for its potential to be used for alternate City work or operations and has determined that the Property is not needed for such City uses at this time; and

WHEREAS, approval of this Resolution will confirm the City Council's declaration that the Property is surplus and not necessary for the City's use at this time and authorize the initiation of the Notification Process; and

WHEREAS, the accompanying staff report provides supporting information upon which the declaration and findings set forth in this Resolution are based; and

WHEREAS, pursuant to Section 15060(c)(3) of the California Environmental Quality Act ("CEQA") Guidelines (i.e., California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387), approval of this Resolution is exempt from CEQA because the actions described herein will not result in a direct or reasonably foreseeable indirect physical change in the environment and the actions described herein are not a "Project", as defined within Section 15378 of the CEQA Guidelines; and

WHEREAS, all of the prerequisites with respect to the approval of this Resolution have been met.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Banning, as follows:

SECTION 1. The above recitals are true and correct and are a substantive part of this Resolution.

SECTION 2. The City Council hereby declares that the Property is surplus land and not necessary for the City's use at this time. This declaration is based on the real estate principle of "Highest and Best Use", wherein the City Council is considering the feasibility of leasing or selling all or a portion of the Property for private development purposes to increase employment opportunities and increase local tax-ratables.

SECTION 3. Consistent with the requirements of Government Code Section 54222, the City Clerk is hereby directed to initiate the Notification Process by providing written notice of the City Council's declaration to the Designated Entities, the form of such notification is included as Exhibit "B" to this Resolution.

SECTION 4. This Resolution has been reviewed with respect to the applicability of the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*) ("CEQA"). City staff has determined that the designation of this property as surplus does not have the potential for creating a significant effect on the environment and is therefore exempt from further review under CEQA pursuant to State CEQA Guidelines Section 15060(c)(3) because it is not a project as defined by the CEQA Guidelines Section 15378. Adoption of the Resolution does not have the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. If and when the property is sold to a purchaser and that purchaser proposes a use for the property that requires a discretionary permit and CEQA review, that future use and project will be analyzed at the appropriate time in accordance with CEQA.

SECTION 5. The City Clerk is directed to file a Notice of Exemption pursuant to CEQA Guidelines Section 15062.

SECTION 6. The officers and staff of the City are hereby authorized, jointly and severally, to do all things which they may deem necessary or proper to effectuate the purposes of this Resolution, and any such actions previously taken are hereby ratified and confirmed. Such actions include negotiating in good faith in accordance with the requirements of the Act with any of the Designated Entities that submit a written notice of interest to purchase or lease the Property in compliance with the Act.

PASSED, APPROVED AND ADOPTED this 10th day of September 2024.

Alberto Sanchez, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

Serita Young, Assistant City Attorney
Richards, Watson & Gershon

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2024-145, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 10th day of September 2024 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

EXHIBIT "A"

DESCRIPTION OF PROPERTY

The land in the City of Banning, County of Riverside, State of California, and is described as follows:

The land owned by the City located at 646 W. Ramsey Street, Banning, CA

APN: 540-191 008

EXHIBIT "B"

NOTICE OF AVAILABILITY OF SURPLUS LAND

Date: **September 11, 2024**

TO: **Designated Local Agencies and Housing Sponsors**

RE: **Notice of Availability of Surplus Land in the City of Banning Pursuant to California Government Code Section 54220, *et seq.***

Pursuant to the provisions of California Government Code Section 54220, *et seq*., the City of Banning (the "City") hereby notifies the Designated local agencies and housing sponsors (the "Designated Parties") of the availability for lease or purchase of the following surplus City-owned land (the "Property"):

Property Address:	**646 West Ramsey Street, Banning, CA**
Assessor Parcel No.:	**540-191-008**
Zoning:	**Downtown Commercial**
General Plan Designation:	**Downtown Commercial**
Current Use:	**The Property consists of a single (1) use category: i) APN 540-191-008 is undeveloped and is not otherwise being used by the City.**

Copies of an aerial image and assessor map are attached.

As required by Government Code Section 54220 of the State of California, City of Banning is providing notification that the City of Banning intends to sell the surplus property listed in the accompanying attachments.

In accordance with Government Code Section 54222, you have sixty (60) days from the date this offer was sent via certified mail or electronic mail to notify the City of your interest in acquiring the property. However, this offer shall not obligate the City to sell the property to you. Instead, the City would enter into at least ninety (90) days of negotiations with you pursuant to Government Code Section 54223. If no agreement is reached on sales price and terms, or lease terms, the City may market the property to the general public.

As required by Government Code Section 54227, if the City receives more than one letter of interest during this 60 day period, it will give first priority to entities proposing to develop housing where at least 25 percent of the units will be affordable to lower income households. If more than one such proposal is received, priority will be given to the proposal with the greatest number of affordable units. If more than one proposal specifies the same number of affordable units, priority will be given to the proposal that has the lowest average affordability level.

In the event your agency or company is interested in purchasing the property, you must notify the City in writing within sixty (60) days of the date this notice was sent via certified mail or electronic mail.

Entities proposing to submit a letter of interest are advised to review the requirements set forth in the Surplus Land Act (Government Code Section 54220-54234).

Please send written notices of interest to:

City of Banning
City Clerk's Office
PO Box 998
Banning, CA 92220

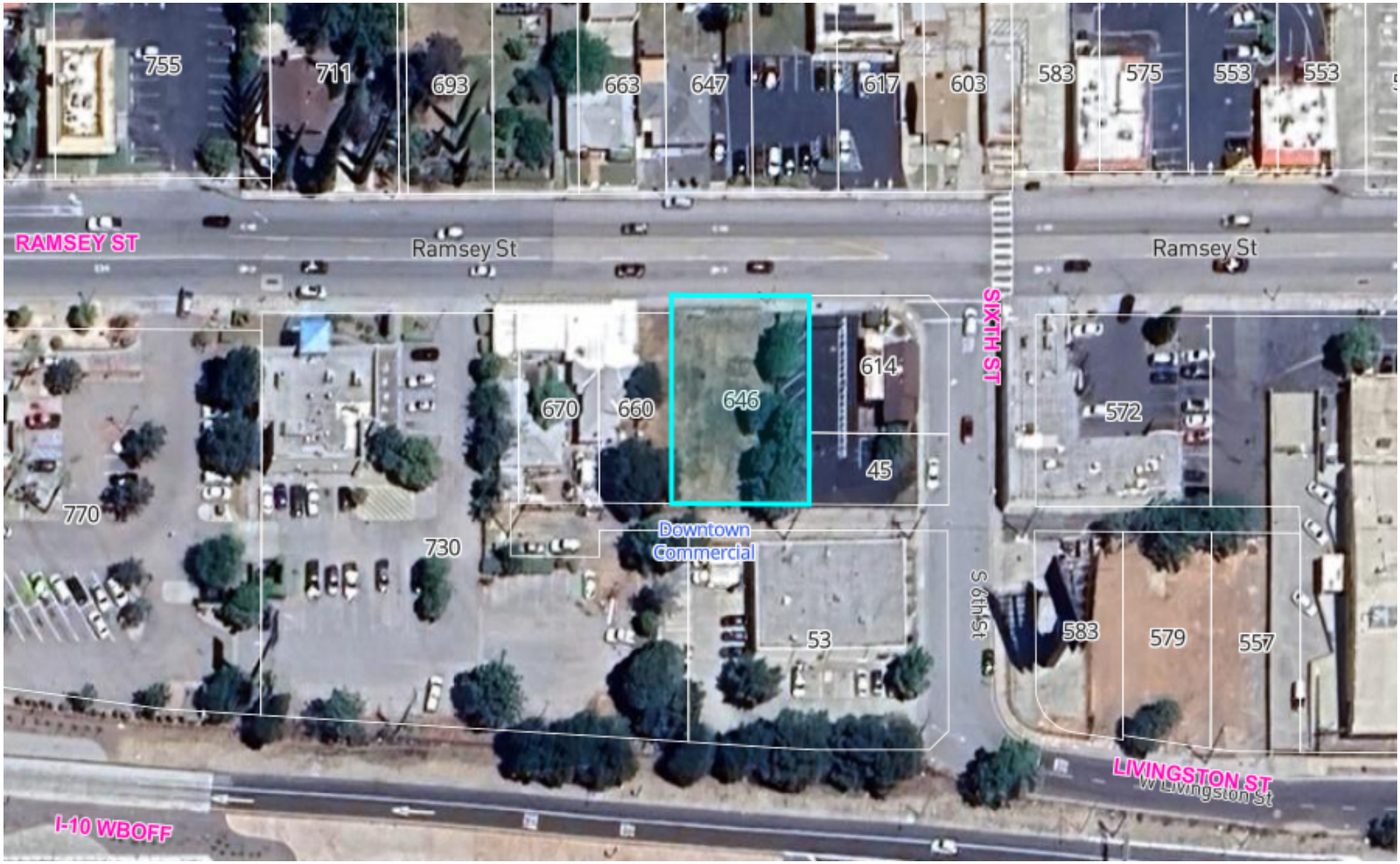
For further information, please contact Marisol Lopez, Economic Development Manager, at (951) 922-3181 or Marisol.Lopez@banningca.gov.

The final day to submit a written statement of interest to either lease or purchase the Property is **Tuesday, November 12, 2024 by 5:00 PM**.

Attachments

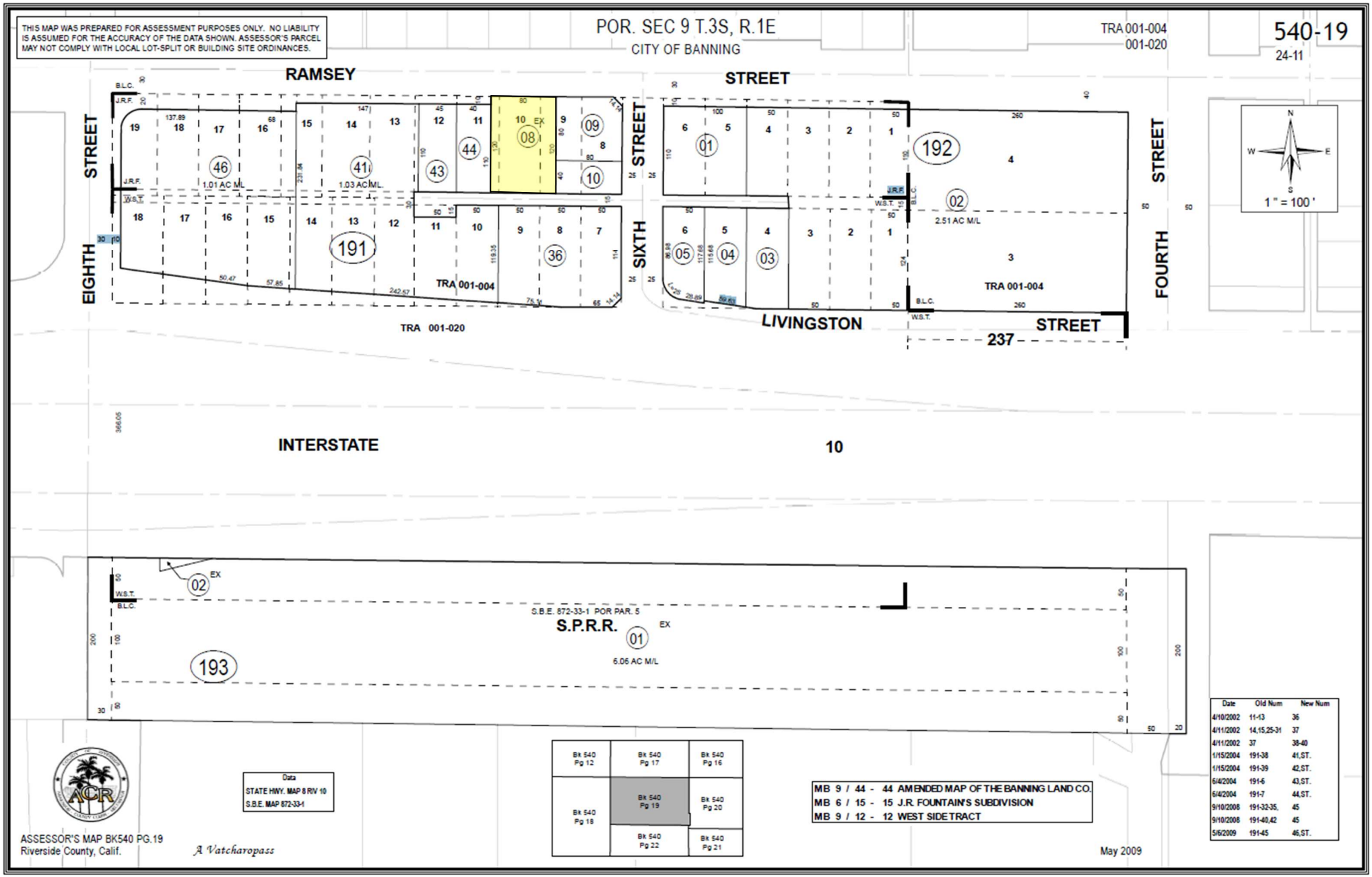
1. Aerial Map
2. Tax Assessor's Map

646 W. Ramsey St. Banning, CA 92220



1" = 103 ft	APN 540-191-008	08/28/2024	

This map may represents a visual display of related geographic information. Data provided here on is not guarantee of actual field conditions. To be sure of complete accuracy, please contact the responsible staff for most up-to-date information.


THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCEL MAY NOT COMPLY WITH LOCAL LOT-SPLIT OR BUILDING SITE ORDINANCES.
POR. SEC 9 T.3S, R.1E
CITY OF BANNING
TRA 001-004
001-020
540-19
24-11
RAMSEY
STREET
EIGHTH
STREET
SIXTH
STREET
FOURTH
STREET
LIVINGSTON
STREET
237
INTERSTATE
10
TRA 001-020
TRA 001-004
1.01 AC M/L
1.03 AC M/L
2.51 AC M/L
6.06 AC M/L
S.P.R.R.
S.B.E. 872-33-1 POR PAR. 5
1 " = 100 '
Data
STATE HWY. MAP 8 RIV 10
S.B.E. MAP 872-33-1
MB 9 / 44 - 44 AMENDED MAP OF THE BANNING LAND CO.
MB 6 / 15 - 15 J.R. FOUNTAIN'S SUBDIVISION
MB 9 / 12 - 12 WEST SIDE TRACT
ASSESSOR'S MAP BK540 PG.19
Riverside County, Calif.
A Vatcharopass
May 2009
Date Old Num New Num
4/10/2002 11-13 36
4/11/2002 14,15,25-31 37
4/11/2002 37 38-40
1/15/2004 191-38 41,ST.
1/15/2004 191-39 42,ST.
6/4/2004 191-6 43,ST.
6/4/2004 191-7 44,ST.
9/10/2008 191-32-35, 45
9/10/2008 191-40,42 45
5/6/2009 191-45 46,ST.

CITY OF BANNING
STAFF REPORT

TO: **CITY COUNCIL**

FROM: **Douglas Schulze, City Manager**

PREPARED BY: **Brandon Robinson, Electrical Engineering Supervisor**
Art Vela, Director of Public Works

MEETING DATE: **September 10, 2024**

SUBJECT: **Consideration of Resolution 2024-146, Approving a Sole Source Contract with Electric Power Systems International, Inc. for Construction Services Related to the San Gorgonio Substation 12kV Extension Project in the Amount of $58,039.80**

RECOMMENDATION:

Adopt Resolution 2024-146.

BACKGROUND:

On September 28, 2021, City Council adopted Resolution 2021-81 awarding Electric Power Systems (EPS) a contract in the amount of $3,629,128.80 that included a 10% contingency for the construction of the San Gorgonio Substation. The original Contract C00727 was executed on October 27, 2021.

Due to various delays in construction related to supply chain issues, the Contract was extended an additional 313 days from the original contract expiration date, but has since expired prior to conclusion of the work effort. Since there were some remaining work activities to be completed under Contract C00727 beyond the initial time extension, Purchasing staff has recommended to Electric staff to execute a sole source contract to complete the remaining tasks. There are budgeted funds remaining on the initial San Gorgonio Substation Construction PO 31284 in the amount of $51,039.80 to complete the work that is being requested through the sole source contract with EPS. Electric staff is also requesting to add $7,000.00 of budgeted funds to this proposed sole source agreement to cover the costs of distribution circuit troubleshooting.

Upon the execution of the sole source agreement for EPS, a Notice of Completion will be brought forward for the original San Gorgonio Substation contract and filed.

JUSTIFICATION:

The City of Banning Electric Utility and EPS have an obligation to complete the remaining tasks for the San Gorgonio Substation. The major item of work that remains is the distribution line extension that connects San Gorgonio Substation with distribution circuits that were previously served by Alola Substation, which has been decommissioned.

FISCAL IMPACT:

Account	Year	Amount
673-7000-473.96-25	2024/2025	$51,039.80

673-7000-473.96-20	2024/2025	$7,000.00

ALTERNATIVES:

Do not adopt Resolution 2024-146 and provide alternative direction to staff.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

Yes

ATTACHMENTS:

1. Resolution 2024-146, SanG Substation.docx
2. C01068_-_EPS_PW_San_Gorgonio_Substation_12KV_Extension (1).docx
3. EPS SOLE SOURCE FORM_.pdf
4. PR_EPS Sole Source - San G 12kV_8-13-24_.pdf

RESOLUTION 2024-146

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, APPROVING A SOLE SOURCE CONTRACT WITH ELECTRIC POWER SYSTEMS INTERNATIONAL, INC. FOR CONSTRUCTION SERVICES RELATED TO THE SAN GORGONIO SUBSTATION 12KV EXTENSION PROJECT IN THE AMOUNT OF $58,039.80

WHEREAS, on September 28, 2021, Council adopted Resolution 2021-81, awarding a contract to Electric Power Systems International, Inc. (EPS) for the construction of the San Gorgonio Substation pursuant to Public Contract Code Section 22002(c)(3); and

WHEREAS, due to various delays in construction related to supply chain, the Contract was extended an additional 313 days from the original Contract expiration date and has since expired prior to conclusion of the work effort; and

WHEREAS, Purchasing staff has recommended to Electric staff to execute a sole source construction contract to complete the remaining tasks; and

WHEREAS, budgeted funds remain on the initial San Gorgonio Substation Construction PO 31284 in the amount of $51,039.80 to complete the work that is being requested through the sole source contract with EPS. Electric staff is also requesting to add $7,000.00 of budgeted funds to the proposed sole source construction contract to cover the costs of distribution circuit troubleshooting; and

WHEREAS, City staff has negotiated the Scope of Work with EPS to enter into a new sole source construction contract to complete the tasks as indicated in the previously approved scope of work; and

WHEREAS, funding will be available in the City's Electric Department accounts during Fiscal Year 24/25 in the amount of Fifty-Eight Thousand, Thirty-Nine Dollars and Eighty Cents ($58,039.80).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The City Council approves the sole source Construction Contract with Electric Power Systems International, Inc. for the San Gorgonio Substation 12kV Extension in an amount of Fifty-Eight Thousand, Thirty-Nine Dollars and Eighty Cents ($58,039.80) attached as Exhibit A.

SECTION 2. The City Council authorizes the City Manager to make non-substantive changes to the Contract and to execute the Contract with Electric Power Systems International, Inc. on behalf of the City Council.

SECTION 3. The City Council authorizes the City Manager, or designee, to make necessary budget adjustments, appropriations, and transfers related to this resolution.

SECTION 4. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 10th day of September 2024.

Alberto Sanchez, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

Serita R. Young, City Attorney
Richards, Watson & Gershon

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2024-146, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 10th day of September 2024 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

EXHIBIT A
C01068 - San Gorgonio Substation 12kV Extension

CONTRACT (C01068)

CITY OF BANNING CONTRACT FOR SAN GORGONIO SUBSTATION 12KV EXTENSION BY AND BETWEEN CITY OF BANNING AND ELECTRIC POWER SYSTEMS INTERNATIONAL INC.

THIS CONTRACT ("Contract") is made and entered this day of_____ ("Effective Date"), by and between the CITY OF BANNING, a California municipal corporation ("City") and ELECTRIC POWER SYSTEMS INTERNATIONAL INC, a Missouri corporation ("Contractor"). Contractor's California State Contractor's license number is1068030; Class C-10. Contractor's DIR registration number is 1000013541.

In consideration of the mutual covenants hereinafter set forth, the parties hereto agree as follows:

1. The Contract Documents consist of this Contract, the Bid (including documentation accompanying the Bid and any post-Bid documentation submitted before the Notice of Award), the Bonds, permits from regulatory agencies with jurisdiction, General Provisions, Special Provisions, Plans, Standard Plans, Standard Specifications, Reference Specifications, Addenda, Change Orders, and Supplemental Agreements. The Bid is attached hereto as Exhibit "A" and incorporated herein by reference, the General Provisions are attached hereto and incorporated herein by reference, and the remaining Contract Documents are incorporated herein by reference.

2. Scope of Services. Contractor shall perform the Work in a good and workmanlike manner for the project identified as San Gorgonio Substation 12kV Extension ("Project"), as described in this Contract and in the Contract Documents.

3. Compensation. In consideration of the services rendered hereunder, City shall pay Contractor a not to exceed amount of Fifty-Eight Thousand Thirty-Nine Dollars and Eighty Cents ($58,039.80) in accordance with the prices as submitted in the Bid.

4. Incorporation by Reference. All of the following documents are attached hereto and incorporated herein by this reference: Workers' Compensation Certificate of Insurance, Additional Insured Endorsement (Comprehensive General Liability), Additional Insured Endorsement (Automobile Liability), and Additional Insured Endorsement (Excess Liability).

5. Antitrust Claims. In entering into this Contract, Contractor offers and agrees to assign to City all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Sec. § 15) or under the Cartwright Act (Business and Professions Code Section 16700 *et seq.*) arising from purchases of goods, services, or materials pursuant to the Contract. This assignment shall be made and become effective at the time City tenders final payment to Contractor without further acknowledgment by the parties.

6. Prevailing Wages. City and Contractor acknowledge that the Project is a public work to which prevailing wages apply.

7. Debarment & Suspension. Consultant represents and warrants that, as of the Effective Date of this Agreement, Consultant is not debarred or suspended pursuant to any applicable Federal or State law providing for the debarment of contractors. Consultant shall not perform the Services with any subcontractor that has been debarred or suspended pursuant to any applicable Federal or State law providing for the debarment. Consultant and its subcontractors shall not be debarred or suspended throughout the Term of this Agreement pursuant to any applicable Federal or State law providing for the debarment of

contractors. If Consultant or any subcontractor becomes debarred or suspended during the Term of this Agreement, Consultant shall immediately notify City.

8 Workers' Compensation. Labor Code Sections 1860 and 3700 provide that every contractor will be required to secure the payment of compensation to its employees. In accordance with the provisions of Labor Code Section 1861, by signing this Contract, the Contractor certifies as follows:

> "I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the Work of this Contract."

9. Titles. The titles used in this Contract are for convenience only and shall in no way define, limit or describe the scope or intent of this Contract or any part of it.

10. Authority. Any person executing this Contract on behalf of Contractor warrants and represents that he or she has the authority to execute this Contract on behalf of Contractor and has the authority to bind Contractor to the performance of its obligations hereunder.

11. Entire Agreement. This Contract, including the Contract Documents and any other documents incorporated herein by specific reference, represents the entire and integrated agreement between City and Contractor. This Contract supersedes all prior oral or written negotiations, representations or agreements. This Contract may not be modified or amended, nor any provision or breach waived, except in a writing signed by both parties that expressly refers to this Contract.

12. Signatures. Electronic Signatures: Each Party may adopt as its signature an electronic identification consisting of a symbol or code that is affixed to or contained in each document transmitted by such Party ("electronic signature"). The Parties hereto herby agree that electronic signatures are acceptable, shall have the same force and effect under the law as original wet signatures, and shall be sufficient to verify that the Parties have executed this Agreement and such other documents transmitted by the Parties.

13. Counterparts. This Contract may be executed in counterpart originals, duplicate originals, or both, each of which is deemed to be an original for all purposes.

SIGNATURES ON THE NEXT PAGE

IN WITNESS WHEREOF, the parties hereto have executed the Contract the day and year first above written.

CITY OF BANNING

City Council Approval: _____

By: _____
City Manager Date

ATTEST:

APPROVED AS TO FORM:

By: _____
Administrative City Clerk Date

By: _____
City Attorney Date

_____
("CONTRACTOR")

By: _____
Name: Date
Title:

By: _____
Name: Date
Title:

GENERAL PROVISIONS

SECTION 0. GENERAL PROVISIONS DEFINED

0-1 STANDARD SPECIFICATIONS

The 2021 edition of "Standard Specifications for Public Works Construction" ("Standard Specifications"), as amended by the Contract Documents, is incorporated into the Contract Documents by this reference. The Work described herein shall be done in accordance with the provisions of the Standard Specifications, as amended by the Contract Documents.

0-2 NUMBERING OF SECTIONS

The number of sections and subsections in these General Provisions are compatible with the numbering in the Standard Specifications.

0-3 SUPPLEMENTATION OF STANDARD SPECIFICATIONS

The Sections that follow supplement, but do not replace, the corresponding provisions in Part 1 (General Provisions) of the Standard Specifications, except as otherwise indicated herein. In the event of any conflict between the Standard Specifications and these General Provisions, these General Provisions shall control.

SECTION 1. GENERAL, TERMS, DEFINITIONS, ABBREVIATIONS, UNITS OF MEASURE, AND SYMBOLS

1-2 TERMS AND DEFINITIONS

Whenever in the Standard Specifications or in the Contract Documents the following terms are used, they shall be understood to mean the following:

Agency – The City of Banning.

Board – The City Council of the City of Banning.

Contract Documents – As defined in Standard Specifications Section 1-2, but also including these General Provisions.

Engineer – The City Engineer, acting either directly or through properly authorized agents. Such agents shall act within the scope of the particular duties entrusted to them.

Inspector – An authorized representative of the City, assigned by the City to make inspections of Work performed by or materials supplied by the Contractor.

Laboratory – A laboratory authorized by the City to test materials and Work involved in the Contract.

Notice of Completion – The notice authorized by Civil Code Section 9204.

Project – See Work.

Submittal – Any drawing, calculation, specification, product data, samples, manuals, requests for substitutes, spare parts, photographs, survey data, traffic control plans, record drawings, Bonds or similar items required to be submitted to the City under the terms of the Contract.

1-3.3 Institutions

The institutions listed in Section 1-3.3 of Part 1 of the Standard Specifications shall be supplemented by the list below:

Abbreviation	Word or Words
AAN	American Association of Nurserymen
AGCA	Associated General Contractors of America
APWA	American Public Works Association
CRSI	Concrete Reinforcing Steel Institute
CSI	Construction Specifications Institute
NEC	National Electric Code
NFPA	National Fire Protection Association
SSS	State of California Standard Specifications, Latest edition, Department of Transportation
SSP	State of California Standard Plans, Latest edition, Department of Transportation

1-7.2 CONTRACT BONDS

The Performance Bond shall remain in force until the date of recordation of the Notice of Completion and the end of all warranty periods set forth in the Contract Documents. The Payment Bond shall remain in force until expiration of the time within which the California Labor Commissioner may serve a civil wage and penalty assessment against the principal, any of its subcontractors, or both the principal and its subcontractors pursuant to Labor Code Section 1741, and until the expiration of the time within which a joint labor management committee may commence an action against the principal, any of its subcontractors, or both the principal and its subcontractors pursuant to Labor Code Section 1771.2.

All Bonds must be submitted using the required forms, which are in the Contract Documents, or on any other form approved by the City Attorney.

SECTION 2. SCOPE OF THE WORK

2.2 PERMITS

Before starting any construction work, the Contractor will be required to obtain all necessary permits from the City, which may include obtaining a no fee encroachment permit for Work within the public right-of-way, as well as all other permits required from all other agencies. Should the Project require construction of trenches or excavations which are five (5) feet or deeper and into which a person is required to descend, the Contractor shall obtain a Cal/OSHA permit and furnish the City with a copy before Work commences on this Project. The Contractor shall bear all cost for fees for all agencies except for the City's permit fees.

2.4 COOPERATION AND COLLATERAL WORK

The Contractor shall be responsible for coordinating all Work with the City's street sweeping, trash pick-up, and street maintenance contractors, emergency services departments, utility companies' crews, and others when necessary. Payment for conforming to these requirements shall be included in other items of Work, and no additional payment shall be made thereof.

2-5.4 Haul Routes

Subsection 2-5.4 of Part 1 of the Standard Specifications shall be deleted and replaced as follows:

> The Contractor must obtain the City Engineer's approval before using any haul routes. Further detail requirements for haul traffic are delineated in the Special Provisions.

2-7 CHANGES INITIATED BY THE AGENCY

2-7.1 General.

The City reserves the right, without notice to the Surety, to increase or decrease the quantity of any item or portion of the Work described in the Contract Documents or to alter or omit portions of the Work so described, as may be deemed necessary or expedient by the City Engineer, without in any way making the Contract void. Such increases, alterations or decreases of Work shall be considered and treated as though originally contracted for, and shall be subject to all the terms, conditions and provisions of the original Contract. The Contractor shall not claim or bring suit for damages, whether for loss of profits or otherwise, on account of any decrease, alteration or omission of any kind of Work to be done.

2-8 EXTRA WORK

New and unforeseen work will be classified as Extra Work only when the Work is not covered and cannot be paid for under any of the various items or combination of items for which a Bid price appears on the Bid. The Contractor shall not do any Extra Work except upon written order from the City Engineer.

SECTION 3. CONTROL OF THE WORK

3-1 ASSIGNMENT

Any purported assignment without written consent of the City shall be null, void, and of no effect, and the Contractor shall hold harmless, defend and indemnify the City and its officers, officials, employees,

agents and representatives with respect to any claim, demand or action arising from or relating to any unauthorized assignment.

If the City opts to consent to assignment, the City's consent shall be contingent upon: (1) a letter from the Surety agreeing to the assignment and assigning all of the Bonds to the assignee without any reduction, or the assignee supplying all new Bonds in the amounts originally required under the Contract Documents; and (2) the assignee supplying all of the required insurance in the amounts required in the Contract Documents. Until the Surety assigns all of the Bonds or the assignee supplies all of the new Bonds, and until the assignee supplies all of the required insurance, an assignment otherwise consented to in writing by the City shall not be effective. Even if the City consents to assignment, no assignment shall relieve the Contractor of liability under the Contract.

3-5 INSPECTION

The Contractor shall arrange and pay for all off-site inspection of the Work required by any ordinance or governing authorities. The Contractor shall also arrange and pay for other inspections, including tests in connection therewith, as may be assigned or required.

3.7 CONTRACT DOCUMENTS

3-7.1 General

In addition to the requirements under Section 3-7.1 in the Standard Specifications, the Contractor shall maintain a control set of Plans and Specifications on the Project site at all times. All final locations determined in the field, and any deviations from the Plans and Specifications, shall be marked in red on the control set to show the as-built conditions. This control set of Plans shall also be edited for all Addenda, Requests for Information, Change Orders, field changes not involving cost, and any other variation that occurred during construction. Upon completion of all Work, the Contractor shall return the control set to the City Engineer. Final payment will not be made until this requirement is met.

Where a work feature is shown on the drawings or identified in the Specifications but is not specifically indicated as an item in the bid sheets, and there is no ambiguity regarding the requirement to construct, install, or construct and install that work feature, the Contractor is required to complete the work feature. All costs to the Contractor for constructing, installing, or both constructing and installing such a work feature shall be included in the Bid.

3-7.2 Precedence of the Contract Documents

With regard to Section 3-7.2 in the Standard Specifications, the Special Provisions shall control over the General Provisions, such that the order of precedence shall be as follows:

1. Permits issued by regulatory agencies with jurisdiction.
2. Change Orders and Supplemental Agreements, whichever occurs last.
3. Contract/Agreement.
4. Bid.

5. Special Provisions.

6. General Provisions.

7. Plans.

8. Standard Plans.

9. Standard Specifications.

10. Reference Specifications.

3-9 SUBSURFACE DATA

If the City or its consultants have made investigations of subsurface conditions in areas where the Work is to be performed, such investigations shall be deemed made only for the purpose of study and design. If a geotechnical or other report has been prepared for the Project, the Contractor may inspect the records pertaining to such investigations subject to and upon the conditions hereinafter set forth. The inspection of the records shall be made in the office of the City Engineer. It is the Contractor's sole responsibility to determine whether such investigations exist, and the City makes no affirmative or negative representation concerning the existence of such investigations.

The records of any such investigations are made available solely for the convenience of the Contractor. It is expressly understood and agreed that the City, the City Engineer, their agents, consultants or employees assume no responsibility whatsoever with respect to the sufficiency or accuracy of any investigations, the records thereof, and the interpretations set forth therein. No warranty or guarantee is expressed or implied that the conditions indicated by any such investigations or records are representative of those existing in the Project area. The Contractor agrees to make such independent investigations and examination as necessary to be satisfied of the conditions to be encountered in the performance of the Work.

The Contractor represents that it has studied the Plans, Specifications and other Contract Documents, and all surveys and investigation reports of subsurface and latent physical conditions, has made such additional surveys and investigations as necessary for the performance of the Work at the Contract Price in accordance with the requirements of the Contract Documents, and that it has correlated the results of all such data with the requirements of the Contract Documents. No claim of any kind shall be made or allowed for any error, omission or claimed error or omission, in whole or in part, of any geotechnical exploration or any other report or data furnished or not furnished by the City.

3-10 SURVEYING

3-10.1 General

The Contractor shall verify all dimensions on the drawings and shall report to the City any discrepancies before proceeding with related Work. The Contractor shall perform all survey and layout Work per the benchmark information on the Project Plans. All surveying Work must conform to the Professional Land Surveyors' Act (Business and Professions Code Section 8700 *et seq.*). All Project surveying notes and "cut-

sheets" are to be provided to the City after the completion of each surveying activity and all final surveying notes shall be provided before final payment to the Contractor.

Construction stakes shall be set and stationed by the Contractor at its expense. Unless otherwise indicated in the Special Provisions, surveying costs shall be included in the price of items bid. No separate payment will be made. Re-staking and replacement of construction survey markers damaged as a result of the Work, vandalism, or accident shall be at the Contractor's expense.

3-11 CONTRACT INFORMATION SIGNS

The names, addresses and specialties of the Contractor, Subcontractors, architects or engineers may not be displayed on any signage within the public right-of-way. This signage prohibition includes advertising banners hung from truck beds or other equipment.

3-12 WORKSITE MAINTENANCE

3-12.1 General.

Clean-up shall be done as Work progresses at the end of each day and thoroughly before weekends. The Contractor shall not allow the Work site to become littered with trash and waste material, but shall maintain the same in a neat and orderly condition throughout the construction operation. Materials which need to be disposed shall not be stored at the Project site, but shall be removed by the end of each Working Day. If the job site is not cleaned to the satisfaction of the City Engineer, the cleaning will be done or contracted by the City and shall be back-charged to the Contractor and deducted from the Contract Price.

The Contractor shall promptly remove from the vicinity of the completed Work, all rubbish, debris, unused materials, concrete forms, construction equipment, and temporary structures and facilities used during construction. Final acceptance of the Work by the City will be withheld until the Contractor has satisfactorily complied with the foregoing requirements for final clean-up of the Project site.

3.12.4 Storage of Equipment and Materials.

3-12.4.1 General

The Contractor shall make arrangements for storing its equipment and materials. The Contractor shall make its own arrangements for any necessary off-site storage or shop areas necessary for the proper execution of the Work. Approved areas within Work site may be used for temporary storage; however, the Contractor shall be responsible for obtaining any necessary permits from the City. In any case, the Contractor's equipment and personal vehicles of the Contractor's employees shall not be parked on the traveled way or on any section where traffic is restricted at any time.

The Contractor shall deliver, handle, and store materials in accordance with the manufacturer's written recommendations and by methods and means that will prevent damage, deterioration, and loss including theft. Delivery schedules shall be controlled to minimize long-term storage of products at the Project site and overcrowding of construction spaces. In particular, the Contractor shall provide delivery and

installation coordination to ensure minimum holding or storage times for materials recognized to be flammable, hazardous, easily damaged, or sensitive to deterioration, theft, and other sources of loss.

Storage shall be arranged to provide access for inspection. The Contractor shall periodically inspect to assure materials are undamaged and are maintained under required conditions.

All costs associated with the clean-up and storage required to complete the Project shall be the sole responsibility of the Contractor.

3-12.4.2 Storage in Public Streets

The first sentence of Section 3-12.4.2 shall not be incorporated and shall instead be replaced with the following:

Construction materials and equipment shall not be stored in streets, roads, or highways unless otherwise specified in the Special Provisions or approved by the City Engineer.

3-13 COMPLETION, ACCEPTANCE, AND WARRANTY

3-13.1 Completion.

The Contractor shall complete all Work under the Contract within Two Hundred Fifty (250) Working Days from the Notice to Proceed.

3-13.2 Acceptance

The Project will not be considered complete and ready for City Council direction to staff regarding recordation of the Notice of Completion until all required Work is completed, the Work site is cleaned up in accordance with Section 3-12 of Part 1 of the Standard Specifications and the Special Provisions, and all of the following items have been received by the City Engineer:

1. A form of Notice of Completion, with all information required by the California Civil Code;

2. All written guarantees and warranties;

3. Evidence that the Performance Bond has been extended and will remain in effect for the period specified in Section 1-7.2 of the Standard Specifications, as modified by these General Provisions;

4. All “as-builts”;

5. Duplicate copies of all operating instructions and manufacturer’s operating catalogs and data, together with such field instructions as necessary to fully instruct City personnel in correct operation and maintenance procedures for all equipment installed listed under the electrical, air conditioning, heating, ventilating and other trades. This data and instructions shall be furnished for all equipment requiring periodic adjustments, maintenance or other operation procedures.

The Contractor shall allow at least seven (7) Working Days’ notice for final inspection. Such notice shall be submitted to the City Engineer in writing.

3-13.3 Warranty

For the purposes of the calculation of the start of the warranty period, the Work shall be deemed to be completed upon the date of recordation of the Notice of Completion. If that direction is contingent on the completion of any items remaining on a punchlist, the Work shall be deemed to be completed upon the date of the City Engineer's acceptance of the final item(s) on that punchlist.

The Contractor shall repair or replace defective materials and workmanship as required in this Section 3-13.3 at its own expense. Additionally, the Contractor agrees to defend, indemnify, and hold the City harmless from claims of any kind arising from damage, injury or death due to such defects.

The parties agree that no certificate given shall be conclusive evidence of the faithful performance of the Contract, either in whole or in part, and that no payment shall be construed to be in acceptance of any defective Work or improper materials. Further, the certificate or final payment shall not terminate the Contractor's obligations under the warranty herein. The Contractor agrees that payment of the amount due under the Contract and the adjustments and payments due for any Work done in accordance with any alterations of the same, shall release the City, the City Council and its officers and employees from any and all claims or liability on account of Work performed under the Contract or any alteration thereof.

SECTION 4. CONTROL OF MATERIALS

4-1 GENERAL

The Contractor and all Subcontractors, suppliers, and vendors shall guarantee that the Work will meet all requirements of this Contract as to the quality of materials, equipment, and workmanship.

4-4 TESTING

Except as elsewhere specified, the City shall bear the cost of testing materials and workmanship that meet or exceed the requirements indicated in the Standard Specifications and the Special Provisions. The cost of all other tests, including the retesting of material or workmanship that fails to pass the first test, shall be borne by the Contractor.

4-6 TRADE NAMES

If the Contractor requests to substitute an equivalent item for a brand or trade name item, the burden of proof as to the comparative quality and suitability of alternative equipment or articles or materials shall be upon the Contractor, and the Contractor shall furnish, at its own expense, all information necessary or related thereto as required by the City Engineer. All requests for substitution shall be submitted, together with all documentation necessary for the City Engineer to determine equivalence, no later than five (5) Days after the award of Contract, unless a different deadline is listed in the Special Provisions.

SECTION 5. LEGAL RELATIONS AND RESPONSIBILITIES

5-3 LABOR

5-3.1 Public Work

The Contractor acknowledges that the Project is a "public work" as defined in Labor Code Section 1720 *et seq.* ("Chapter 1"), and that the Project is subject to (a) Chapter 1, including without limitation Labor Code Section 1771 and (b) the rules and regulations established by the Director of Industrial Relations ("DIR") implementing such statutes. The Contractor shall perform all Work on the Project as a public work. The Contractor shall comply with and be bound by all the terms, rules and regulations described in (a) and (b) as though set forth in full herein.

5-3.2 Copies of Wage Rates

Pursuant to Labor Code Section 1773.2, copies of the prevailing rate of per diem wages for each craft, classification, or type of worker needed to perform the Project are on file at City Hall and will be made available to any interested party on request. By initiating any Work, the Contractor acknowledges receipt of a copy of the DIR determination of such prevailing rate of per diem wages, and the Contractor shall post such rates at each job site covered by these Contract Documents.

The Contractor shall comply with and be bound by the provisions of Labor Code Sections 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. The Contractor shall, as a penalty paid to the City, forfeit two hundred dollars ($200) for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the DIR for the work or craft in which the worker is employed for any public work done pursuant to these Contract Documents by the Contractor or by any Subcontractor.

5-3.3 Payroll Records

The Contractor shall comply with and be bound by the provisions of Labor Code Section 1776, which requires the Contractor and each Subcontractor to (1) keep accurate payroll records and verify such records in writing under penalty of perjury, as specified in Section 1776, (2) certify and make such payroll records available for inspection as provided by Section 1776, and (3) inform the City of the location of the records. The Contractor has ten (10) days in which to comply subsequent to receipt of a written notice requesting these records, or as a penalty to the City, the Contractor shall forfeit one hundred dollars ($100) for each Day, or portion thereof, for each worker, until strict compliance is effectuated. Upon the request of the Division of Labor Standards Enforcement, these penalties shall be withheld from progress payments then due.

The Contractor and each Subcontractor shall comply with and be bound by the provisions of Labor Code Section 1771.4(a)(3), which requires that each Contractor and each Subcontractor shall furnish the records specified in Section 1776 directly to the Labor Commissioner at least monthly, in a format prescribed by the Labor Commissioner.

5-3.4 Hours of Labor

The Contractor acknowledges that eight (8) hours labor constitutes a legal day's work. The Contractor shall comply with and be bound by Labor Code Section 1810. The Contractor shall comply with and be bound by the provisions of Labor Code Section 1813 concerning penalties for workers who work excess hours. The Contractor shall, as a penalty paid to the City, forfeit twenty-five dollars ($25) for each worker employed in the performance of the Project by the Contractor or by any Subcontractor for each calendar

day during which such worker is required or permitted to work more than eight (8) hours in any one (1) calendar day and forty (40) hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the Labor Code. Pursuant to Labor Code Section 1815, work performed by employees of the Contractor in excess of eight (8) hours per day, and forty (40) hours during any one week shall be permitted upon public work upon compensation for all hours worked in excess of eight (8) hours per day at not less than one and one-half (1-1/2) times the basic rate of pay.

5-3.5 Apprentices

The Contractor shall comply with and be bound by the provisions of Labor Code Sections 1777.5, 1777.6 and 1777.7 and California Code of Regulations Title 8, Section 200 *et seq.* concerning the employment of apprentices on public works projects. The Contractor shall be responsible for compliance with these Sections for all apprenticeable occupations. Before commencing Work on the Project, the Contractor shall provide the City with a copy of the information submitted to any applicable apprenticeship program. Within sixty (60) Days after concluding Work, Contractor and each of its Subcontractors shall submit to the City a verified statement of the journeyman and apprentice hours performed under this Contract.

5-3.6 Debarment or Suspension

The Contractor shall not perform Work with any Subcontractor that has been debarred or suspended pursuant to California Labor Code Section 1777.1 or any other federal or State law providing for the debarment of contractors from public works. The Contractor and Subcontractors shall not be debarred or suspended throughout the duration of this Contract pursuant to Labor Code Section 1777.1 or any other federal or State law providing for the debarment of contractors from public works. If the Contractor or any Subcontractor becomes debarred or suspended during the duration of the Project, the Contractor shall immediately notify the City.

5-3.7 Registration with the DIR

In accordance with Labor Code Sections 1725.5 and 1771.1, no contractor or subcontractor shall be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the Public Contract Code, or engage in the performance of any contract for public work, unless currently registered and qualified to perform public work pursuant to Section 1725.5.

5-3.8 Compliance Monitoring and Posting Job Sites

The Project is subject to compliance monitoring and enforcement by the DIR. The Contractor shall post job site notices, as prescribed by regulation.

5-3.9 Subcontractors

For every Subcontractor who will perform Work on the Project, the Contractor shall be responsible for such Subcontractor's compliance with Chapter 1 and Labor Code Sections 1860 and 3700, and the Contractor shall include in the written Contract between it and each Subcontractor a copy of the provisions in this Section 5-3 of the General Provisions and a requirement that each Subcontractor shall comply with those provisions. The Contractor shall be required to take all actions necessary to enforce

such contractual provisions and ensure Subcontractor's compliance, including without limitation, conducting a periodic review of the certified payroll records of the Subcontractor and upon becoming aware of the failure of the Subcontractor to pay its workers the specified prevailing rate of wages. The Contractor shall diligently take corrective action to halt or rectify any failure.

5-3.10 Prevailing Wage Indemnity

To the maximum extent permitted by law, the Contractor shall indemnify, hold harmless and defend (at the Contractor's expense with counsel reasonably acceptable to the City) the City, its officials, officers, employees, agents and independent contractors serving in the role of City officials, and volunteers from and against any demand or claim for damages, compensation, fines, penalties or other amounts arising out of or incidental to any acts or omissions listed in Section 5-3 of the General Provisions by any Person (including the Contractor, its Subcontractors, and each of their officials, officers, employees and agents) in connection with any Work undertaken or in connection with the Contract Documents, including without limitation the payment of all consequential damages, attorneys' fees, and other related costs and expenses. All duties of the Contractor under this Section 5-3.10 shall survive expiration or termination of the Contract.

5-4 INSURANCE

5-4.1 General

The first paragraph of Section 5-4.1 of Part 1 of the Standard Specifications shall not be incorporated and shall instead be replaced with the following:

> The Contractor shall provide and maintain insurance naming the City, its elected and appointed officials, officers, employees, attorneys, agents, volunteers, and independent contractors in the role of City officials as insureds or additional insureds regardless of any inconsistent statement in the policy or any subsequent endorsement whether liability is attributable to the Contractor or the City. The insurance provisions shall not be construed to limit the Contractor's indemnity obligations contained in the Contract. The City shall not be liable for any accident, loss or damage to the Work prior to completion, except as otherwise specified in Section 6-5.

5-4.2 General Liability Insurance

The Contractor shall at all times during the term of the Contract carry, maintain, and keep in full force and effect the insurance referenced in Section 5-4 of Part 1 of the Standard Specifications, as modified below.

5-4.2.1 Additional Insureds

The City, its elected and appointed officials, officers, employees, attorneys, agents, volunteers, and independent contractors in the role of City officials, shall be the insured or named as additional insureds covering the Work, regardless of any inconsistent statement in the policy or any subsequent endorsement, whether liability is attributable to the Contractor or the City.

5-4.2.2 No Limitation on Indemnity

The insurance provisions shall not be construed to limit the Contractor's indemnity obligations contained in these Contract Documents.

5-4.2.3 Replacement Insurance

The Contractor agrees that it will not cancel, reduce or otherwise modify the insurance coverage required by this Section 5-4 during the term of the Contract. The Contractor agrees that if it does not keep the required insurance in full force and effect, and such insurance is available at a reasonable cost, the City may take out the necessary insurance and pay the premium thereon, and the repayment thereof shall be deemed an obligation of the Contractor and the cost of such insurance may be deducted, at the option of the City, from payments due the Contractor. This shall be in addition to all other legal options available to the City to enforce the insurance requirements.

5-4.2.4 Certificates of Insurance with Original Endorsements

The Contractor shall submit to the City certificates of insurance with the original endorsements, both of which reference the same policy number, for each of the insurance policies that meet the insurance requirements, not less than one (1) day before beginning of performance under the Contract. The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. Endorsements must be executed on forms titled approved by the City. The endorsements must specifically name the City of Banning and its elected and appointed officials, officers, employees, attorneys, agents, volunteers, and independent contractors in the role of City officials as insureds or additional insureds. Current insurance certificates and endorsements shall be kept on file with the City at all times during the term of this Contract. The City reserves the right to require complete, certified copies of all required insurance policies at any time.

5-4.2.5 Subcontractors

The Contractor shall require each of its Subcontractors that perform services under the Contract to maintain insurance coverage that meets all of the requirements of this Section 5-4.

5-4.5 Insurance Requirements not Limiting

If the Contractor maintains broader coverage and/or higher limits than the minimums required in this Section 5-4, the City requires and shall be entitled to the broader coverage and/or the higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City. No representation is made that the minimum insurance requirements of this Contract are sufficient to cover the obligations of the Contractor under this Contract.

5.7 SAFETY

5-7.8 Steel Plate Covers

5-7.8.1 General

The Contractor shall cover all openings, trenches and excavations at the end of each Work Day with steel plate covers.

Section 5-8 is hereby added to Section 5 of Part 1 of the Standard Specifications, as follows:

5-8 INDEMNIFICATION

The following indemnity provisions shall supersede the indemnity in Section 5-4.1 of the Standard Specifications.

5-8.1 Contractor's Duty

To the fullest extent permitted by law, the Contractor shall, at its sole cost and expense, defend, hold harmless and indemnify the City and its elected officials, officers, attorneys, agents, employees, volunteers, successors, assigns, and those City agents serving as independent contractors in the role of City officials (collectively "Indemnitees"), from and against any and all damages, costs, expenses, liabilities, claims, demands, causes of action, proceedings, expenses, judgments, penalties, stop payment notices, liens, and losses of any nature whatsoever, including fees of accountants, attorneys, or other professionals and all costs associated therewith and the payment of all consequential damages (collectively "Liabilities"), in law or equity, whether actual, alleged, or threatened, which arise out of, are claimed to arise out of, pertain to, or relate to the acts or omissions of the Contractor, its officers, agents, servants, employees, Subcontractors, materialmen, contractors or their officers, agents, servants or employees (or any entity or individual for whom the Contractor bears legal liability) in the performance of the Contract, including the Indemnitees' active or passive negligence, except for Liabilities arising from the sole negligence or willful misconduct of the Indemnitees, as determined by court decision or by the agreement of the Parties. The Contractor shall defend the Indemnitees in any action or actions filed in connection with any Liabilities with counsel of the Indemnitees' choice, and shall pay all costs and expenses, including all attorneys' fees and experts' costs actually incurred in connection with such defense. The Contractor shall reimburse the Indemnitees for any and all legal expenses and costs incurred by Indemnitees in connection therewith. The City shall not be liable for any accident, loss, or damage to the Work prior to completion, except as otherwise specified in Section 6-5.

5-8.1.1 Taxes and Workers' Compensation

The Contractor shall pay all required taxes on amounts paid to the Contractor under the Contract, and indemnify and hold the City harmless from any and all taxes, assessments, penalties, and interest asserted against the City by reason of the independent contractor relationship created by the Contract. The Contractor shall fully comply with the Workers' Compensation law regarding the Contractor and the Contractor's employees. The Contractor shall indemnify and hold the City harmless from any failure of the Contractor to comply with applicable Workers' Compensation laws. The City may offset against the amount of any fees due to the Contractor under the Contract any amount due to the City from the Contractor as a result of the Contractor's failure to promptly pay to the City any reimbursement or indemnification arising under this Subsection 5-8.1.1.

5-8.1.2 Subcontractor Indemnity Agreements

The Contractor shall obtain executed indemnity agreements with provisions identical to those in this Section 5-8 from each and every Subcontractor or any other person or entity involved by, for, with or on behalf of the Contractor in the performance of the Contract. If the Contractor fails to obtain such indemnity obligations, the Contractor shall be fully responsible and indemnify, hold harmless and defend the Indemnitees from and against any and all Liabilities at law or in equity, whether actual, alleged, or threatened, which arise out of, are claimed to arise out of, pertain to, or relate to the acts or omissions of the Contractor's Subcontractor, its officers, agents, servants, employees, subcontractors, materialmen, contractors, or their officers, agents, servants, or employees (or any entity or individual for whom the Contractor's Subcontractor bears legal liability) in the performance of the Contract, including the Indemnitees' active or passive negligence, except for Liabilities arising from the sole negligence or willful misconduct of the Indemnitees, as determined by final court decision or by the agreement of the parties.

5-8.2 Workers' Compensation Acts not Limiting

The Contractor's indemnifications and obligations under this Section 5-8, or any other provision of the Contract, shall not be limited by the provisions of any Workers' Compensation act or similar act. The Contractor expressly waives its statutory immunity under such statutes or laws as to the City, its officers, agents, employees, and volunteers.

5-8.3 Insurance Requirements not Limiting

The City does not, and shall not, waive any rights that it may possess against the Contractor because of the acceptance by the City, or the deposit with the City, of any insurance policy or certificate required pursuant to the Contract. The indemnities in this Section 5-8 shall apply regardless of whether or not any insurance policies are determined to be applicable to the Liabilities, tax, assessment, penalty, or interest asserted against the City.

5-8.4 Civil Code Exception

Nothing in this Section 5-8 shall be construed to encompass Indemnitees' sole negligence or willful misconduct to the limited extent that the underlying Contract is subject to Civil Code Section 2782(a) or the City's active negligence to the limited extent that the underlying Contract Documents are subject to Civil Code Section 2782(b), provided such sole negligence, willful misconduct or active negligence is determined by agreement between the parties or by the findings of a court of competent jurisdiction.

5-8.5 Nonwaiver of Rights

Indemnitees do not and shall not waive any rights that they may possess against the Contractor because the acceptance by the City, or the deposit with the City, of any insurance policy or certificate required pursuant to these Contract Documents. This indemnity provision is effective regardless of any prior, concurrent, or subsequent active or passive negligence by Indemnitees and shall operate to fully indemnify Indemnitees against any such negligence.

5-8.6 Waiver of Right of Subrogation

The Contractor, on behalf of itself and all parties claiming under or through it, hereby waives all rights of subrogation and contribution against the Indemnitees, while acting within the scope of their duties, from all Claims arising out of or incident to the activities or operations performed by or on behalf of the Contractor regardless of any prior, concurrent or subsequent active or passive negligence by Indemnitees.

5-8.7 Survival of Terms

The Contractor's indemnifications and obligations under this Section 5-8 shall survive the expiration or termination of the Contract, are intended to be as broad and inclusive as is permitted by the law of the State, and are in addition to any other rights or remedies that Indemnitees may have under the law. Payment is not required as a condition precedent to an Indemnitee's right to recover under this indemnity provision, and an entry of judgment against the Contractor shall be conclusive in favor of the Indemnitee's right to recover under this indemnity provision.

SECTION 6. PROSECUTION AND PROGRESS OF THE WORK

6-1 CONSTRUCTION SCHEDULE AND COMMENCEMENT OF THE WORK

6-1.1 Construction Schedule

One (1) week before the scheduled pre-construction meeting, the Contractor must submit to the City Engineer for review and approval the construction schedule required by the first paragraph of Section 6-1.1. The Contractor shall make revisions as required by the City Engineer. The schedule must account for all subcontract work, as well as the work of the Contractor, submittals, coordination with the other contractors performing concurrent work and the Traffic Control Plan. The Contractor shall update this Construction Schedule when directed by the City Engineer, or when:

a. A Change Order significantly affects the Contract completion date or the sequence of construction approach or activities; or

b. The actual sequence of the Work, or the planned sequence of the Work, is changed and does not conform to the Contractor's current accepted Project construction schedule.

The Contractor shall submit an updated construction schedule with its monthly invoice every month. Progress payments shall be contingent upon the receipt of monthly updated construction schedules.

6-1.1.1 Pre-Construction Conference

Approximately One (1) week before the commencement of Work at the site, a pre-construction conference will be held at the City and shall be attended by the Contractor's Project manager, its on-site field superintendent, and any Subcontractors that the Contractor deems appropriate. Attendance by the Contractor and any Subcontractors designated is mandatory.

Contractor shall submit its twenty-four (24) hour emergency telephone numbers to the City Engineer for approval a minimum of One (1) week before the pre-construction conference. Unless previously

submitted to the City Engineer, the Contractor shall bring to the pre-construction conference copies of each of the following:

1) Construction Schedule.

2) Procurement schedule of major equipment and materials and items requiring long lead time.

3) Shop drawing/sample submittal schedule.

4) Preliminary schedule of values (lump sum price breakdown) for progress payment purposes.

5) Written designation of the on-site field superintendent and the Project manager. Both daytime and emergency telephone numbers shall be included in the written designation.

The purpose of the conference is to designate responsible personnel and establish a working relationship. The parties will discuss matters requiring coordination and establish procedures for handling such matters. The complete agenda will be furnished to the Contractor before the meeting date. The Contractor shall be prepared to discuss all of the items listed below.

1) The Contractor's construction schedule.

2) Notification of local residents before starting any Work and keeping them informed throughout the Project.

3) Procedures for transmittal, review, and distribution of the Contractor's submittals.

4) Processing applications for payment.

5) Maintaining record documents.

6) Critical Work sequencing.

7) Maintaining sewage service during construction, including proposed by-passes.

8) NPDES requirements, if any.

9) Field decisions and Change Orders.

10) Use of Project site, office and storage areas, security, housekeeping, and the City's needs.

11) Major equipment deliveries and priorities.

12) Traffic control.

13) Any other item that the City representative states is relevant to the meeting.

6-1.1.2 Weekly Progress Meetings

Progress meetings will be held each week during the course of the Project. The meeting location, day of the week and time of day will be mutually agreed to by the City and the Contractor. The Contractor shall provide a two (2) week "look ahead" schedule for each meeting. The construction manager will preside

at these meetings and will prepare the meeting agenda, meeting minutes and will distribute minutes to all persons in attendance. As the Work progresses, if it is determined by agreement of the attendees, that weekly meetings are not necessary, the weekly progress meetings may be changed to bi-weekly progress meetings.

6-1.2 Commencement of the Work

The Contractor shall not begin any construction activity at the site before the issuance of the Notice to Proceed. Any Work that is done by the Contractor in advance of the Notice to Proceed shall be considered as being done at the Contractor's own risk and responsibility, and as a consequence will be subject to rejection.

Section 6-1.3 is hereby added to Section 6 of Part 1 of the Standard Specifications, as follows:

6-1.3 Working Days And Hours

The Contractor shall do all Work between the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday. No Work will be allowed on Saturday or Sunday or City holidays, which are as follows: New Year's Day, Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Day After Thanksgiving, Christmas Eve Day, Christmas Day, and New Year's Eve. In addition, no Work will be allowed on any special election Day that may be declared. Should a special election be declared, a time extension of one (1) Working Day will be granted for each such Day.

A permit may have other hours or Days for the Contractor to do the Work, and those hours and Days shall supersede any hours and Days written in this Section.

Whenever the Contractor is permitted or directed to perform night Work or to vary the period during which Work is performed during the Working Day, the Contractor shall give twenty-four (24) hours' notice to the City Engineer so that inspection may be provided. A charge may be made to the Contractor for approved overtime or weekend inspections requested by the Contractor.

6-4 DELAYS AND EXTENSIONS OF TIME

6-4.1 General.

Unless otherwise agreed in writing, an adjustment to the Contract time by reason of a Change Order shall be agreed to at the time the Change Order is issued and accepted by Contractor. If the Change Order does not reserve the right of the parties, or either of them, to seek an adjustment to the Contract time, then the parties forever relinquish and waive such right and there shall be no further adjustments to the Contract time.

No extension of time will be granted for any event, including pandemics, leading to the issuance of a "stay at home" or similar kind of order by any local, State, or federal governmental authority, if the Work has been deemed, either by emergency order or proclamation, or operation of law, to be an essential service that is exempt from such stay at home or similar order.

6-4.2 Extensions of Time

In the event it is deemed appropriate by the City to extend the time for completion of the Work, any such extension shall not release any guarantee for the Work required by the Contract Documents, nor shall any such extension of time relieve or release the Sureties on the Bonds executed. In executing such Bonds, the Sureties shall be deemed to have expressly agreed to any such extensions of time. The amount of time allowed by an extension of time shall be limited to the period of the delay giving rise to the same as determined by the City. Notwithstanding any dispute which may arise in connection with a claim for adjustment of the Contract time, the Contractor shall promptly proceed with the Work.

6-4.3 Payment for Delays

Notwithstanding any other terms and conditions of the Contract Documents, the City shall have no obligation whatsoever to increase the Contract Price or extend the time for delays.

Unless compensation and/or markup is agreed upon by the City, the Contractor agrees that no payment of compensation of any kind shall be made to the Contractor for damages or increased overhead costs caused by any delays in the progress of the Contract, whether such delays are avoidable or unavoidable or caused by any act or omission of the City or its agents. Any accepted delay claim shall be fully compensated for by an extension of time to complete the performance of the Work.

This Section shall not apply to compensable delays caused solely by the City. If a compensable delay is caused solely by the City, the Contractor shall be entitled to a Change Order that: (1) extends the time for completion of the Contract by the amount of delay caused by the City; and (2) provides equitable adjustment, as determined by the City, to the Contractor.

6-8 TERMINATION OF THE CONTRACT FOR CONVENIENCE

The following sentence is added to Section 6-8:

In no event (including termination for impossibility or impracticability, due to conditions or events beyond the control of the City, for any other reason or for no reason) shall the total amount of money to Contractor exceed the amount which would have been paid to Contractor for the full performance of the services described in the Contract.

6-9 LIQUIDATED DAMAGES

Section 6-9 of Part 1 of the Standard Specifications shall not be incorporated and shall instead be replaced with the following:

Failure of the Contractor to complete the Work within the time allowed will result in damages being sustained by the City. Such damages are, and will continue to be, impractical and extremely difficult to determine. For each consecutive calendar day in excess of the time specified for completion of the Work, as adjusted in accordance with 6-4, the Contractor shall pay to the City, or have withheld from moneys due the Contractor, the sum of $750.00.

Execution of the Contract shall constitute agreement by the City and the Contractor that $750.00 per Day is the minimum value of the costs and actual damage caused by the failure of the Contractor to complete

the Work within the allotted time. Such sum is liquidated damages and shall not be construed as a penalty, and may be deducted from payments due the Contractor if such delay occurs.

For the purposes of the calculation of the start of the liquidated damages, the Work shall be deemed to be completed when the same has been completed in accordance with the Plans and Specifications therefor and to the satisfaction of the City Engineer, and the City Engineer has certified such completion in accordance with Section 3-13.1 of Part 1 of the Standard Specifications.

SECTION 7. MEASUREMENT AND PAYMENT

7.3 PAYMENT

7.3.1 General

The unit and lump sum prices to be paid shall constitute full compensation for all labor, equipment, materials, tools and incidentals required to complete the Project as outlined in these Contract Documents and as directed by the City Engineer. In accordance with Public Contract Code Section 7107, if no claims have been filed and are still pending, the amount deducted from the final estimate and retained by the City will be paid to the Contractor except such amounts as are required by law to be withheld by properly executed and filed notices to stop payment, or as may be withheld for any other lawful purposes.

7-3.2 Partial and Final Payment

7-3.2.1 Monthly Closure Date and Invoice Date

For purposes of Section 7-3.2, the monthly closure date shall be the last Day of each month. A measurement of Work performed and a progress estimate of the value thereof based on the Contract and of the monthly payment shall be prepared by the Contractor and submitted to the City Engineer before the tenth (10th) Day of the following month for verification and payment consideration.

7-3.2.2 Payments

The City shall make payments within thirty (30) Days after receipt of the Contractor's undisputed and properly submitted payment request, including an updated construction schedule pursuant to Section 6-1.1 of the General Provisions. The City shall return to the Contractor any payment request determined not to be a proper payment request as soon as practicable, but not later than seven (7) Days after receipt, and shall explain in writing the reasons why the payment request is not proper.

7-3.2.3 Retention

The City shall withhold not less than five percent (5%) from each progress payment. However, at any time after fifty percent (50%) of the Work has been completed, if the City Council finds that satisfactory progress is being made, it may, at its discretion, make any of the remaining progress payments in full for actual Work completed. The City shall withhold not less than five percent (5%) of the Contract Price from the Final Payment Amount (defined in Section 7-3.2.4) until at least thirty-five (35) days after recordation of the Notice of Completion, or recordation of a notice of acceptance or cessation, but not later than the period permitted by Public Contract Code Section 7107.

7-3.2.4 Final Invoice and Payment

Whenever the Contractor shall have completely performed the Contract in the opinion of the City Engineer, the City Engineer shall notify the City Clerk that the Contract has been completed in its entirety. The Contractor shall then submit to the City Engineer a written statement of the final quantities of Contract items for inclusion in the final invoice. Upon receipt of such statement, the City Engineer shall check the quantities included therein and shall authorize a payment amount, which in the City Engineer's opinion shall be just and fair, covering the value of the total amount of Work done by the Contractor, less all previous payments and all amounts to be retained under the provisions of the Contract Documents ("Final Payment Amount"). The City Engineer shall then request that the City accept the Work and that the City Clerk be authorized to file, on behalf of the City in the office of the County Recorder, a Notice of Completion of the Work herein agreed to be done by the Contractor. In addition, the final payment will not be released until the Contractor returns the control set of Plans and Specifications showing the redlined as-built conditions.

7-3.2.5 Substitute Security

In accordance with Public Contract Code Section 22300, the Contractor may request that it be permitted to substitute securities in lieu of having retention withheld by the City from progress payments when such payments become due or, in the alternative, the Contractor may request that the City make payments of earned retentions directly to an agreed upon designated escrow agent at the Contractor's expense. If the Contractor selects either one of these alternatives, the following shall control.

7.3.2.5.1 Substitution of Securities for Performance Retention

At some reasonable time before any progress payment would otherwise be due and payable to the Contractor in the performance of Work under these Contract Documents, the Contractor may submit a request to the City in writing to permit the substitution of retentions with securities equivalent to the amount estimated by the City ("estimated amount of retention") to be withheld. The Contractor shall deposit such securities with the City or may, in the alternative, deposit such securities in escrow with a State or federally chartered bank in California, as the escrow agent, at the Contractor's expense. Such securities will be the equivalent or greater in value of the estimated amount of retention. If the Contract is modified by written Modifications or Change Orders or the Contractor otherwise becomes entitled to receive an amount more than the Contract Price at the time the securities are deposited, the Contractor shall, at the request of the City, deposit with the City or escrow agent, whichever is applicable, additional securities within a reasonable time so that the amount of securities on deposit with the City or escrow agent is equivalent or greater in value than the amount of retention the City would otherwise be entitled to withhold from progress payments due or to become due to the Contractor as the Work progresses. The City shall withhold any retention amount that exceeds the security amount until the additional securities are deposited and, if the deposit is with an escrow agent, the City has confirmation from that escrow agent of the new total value of securities. Upon satisfactory completion of the Contract, which shall mean, among other things, that the City is not otherwise entitled to retain proceeds from progress payments as elsewhere provided in the Contract or under applicable law, the securities shall be returned to the Contractor. The City shall, within its sole discretion, determine whether the amount of the securities on deposit with the City or escrow agent is equal to or greater than the amount of estimated

retention of progress payments that could otherwise be held by the City if the Contractor had not elected to substitute same with securities.

7-3.2.5.2 Deposit of Retention Proceeds with an Escrow Agent

As an alternative to the substitution of securities, as provided above, or the City otherwise retaining and holding retention proceeds from progress payments, the Contractor may request the City to make payments of retentions earned directly to an escrow agent with the same qualifications as required in Section 7-3.2.5.1 above and at the expense of the Contractor. At its sole expense, the Contractor may direct the investment of such retention payments into only such securities as mentioned in Section 7-3.2.5.4 below and shall be entitled to interest earned on such investments on the same terms provided for securities deposited by the Contractor. Upon satisfactory completion of the Contract, which shall mean when the City would not otherwise be entitled to withhold retention proceeds from progress payments had the Contractor not elected to have such proceeds deposited into escrow, the Contractor shall be allowed to receive from the escrow agent all securities, interest and payments deposited into escrow pursuant to the terms of this Section. The Contractor shall pay to each Subcontractor, not later than ten (10) Days of receipt of payment, the respective amount of interest earned, net of costs attributed to retention withheld from each Subcontractor, on the amount withheld to ensure performance of the Contractor.

7-3.2.5.3 Subcontractor Entitlement to Interest

If the Contractor elects to receive interest on any moneys withheld in retention by the City, then the Subcontractor shall receive the identical rate of interest received by the Contractor on any retention moneys withheld from the Subcontractor by the Contractor, less any actual pro rata costs associated with administering and calculating that interest. In the event that the interest rate is a fluctuating rate, the rate for the Subcontractor shall be determined by calculating the interest rate paid during the time that retentions were withheld from the Subcontractor. If the Contractor elects to substitute securities in lieu of retention, then, by mutual consent of the Contractor and the Subcontractor, the Subcontractor may substitute securities in exchange for the release of moneys held in retention by the Contractor. The Contractor shall pay each Subcontractor, not later than ten (10) Days after receipt of escrow moneys, the amount owed to each Subcontractor from the moneys plus the respective amount of interest earned, net of costs attributed to the retention held from each Subcontractor, on the amount of retention withheld to ensure performance of the Subcontractor.

7-3.2.5.4 Securities Eligible for Investment

Securities eligible for investment shall include those listed in Government Code Section 16430, bank or savings and loan certificates of deposit, interest-bearing demand deposit accounts, standby letters of credit, or any other security mutually agreed upon between the Contractor and the City. The Contractor shall be the beneficial owner of any securities substituted for any monies withheld and shall receive any interest thereon.

7-3.2.5.5 Escrow Agreement for Security Deposits in Lieu of Retention

The escrow agreement that shall be used for the deposit of securities in lieu of retention shall substantially conform to the form prescribed in Public Contract Code Section 22300(f).

7-3.2.5.6 Inconsistencies with Prevailing Statutory Requirements

If there is any inconsistency between or differences in Public Contract Code Section 22300 and the terms of this provision, or any future amendments thereto, Section 22300 shall control.

Section 7-3.9 is hereby added to Section 7-3 of Part 1 of the Standard Specifications, as follows:

7-3.9 Audit

The City or its representative shall have the option of inspecting and/or auditing all records and other written materials used by the Contractor in preparing its billings to the City as a condition precedent to any payment to the Contractor or in response to a construction claim or a Public Records Act (Government Code Section 6250 *et seq.*) request. The Contractor will promptly furnish documents requested by the City at no cost. Additionally, the Contractor shall be subject to State Auditor examination and audit at the request of the City or as part of any audit of the City, for a period of three (3) years after final payment under the Contract. The Contractor shall include a copy of this Section 7-3.9 in all contracts with its Subcontractors, and the Contractor shall be responsible for immediately obtaining those records or other written material from its Subcontractors upon a request by the State Auditor or the City. If the Project includes other auditing requirements, those additional requirements will be listed in the Special Provisions.

SECTION 8 FACILITIES FOR AGENCY PERSONNEL

8-1 GENERAL

No field offices for City personnel shall be required; however, City personnel shall have the right to enter upon the Project at all times and shall be admitted to the offices of the Contractor to use the telephone, desk and sanitary facilities provided by the Contractor for its own personnel.

Section 9 is hereby added to Part 1 of the Standard Specifications, as follows:

SECTION 9. ADDITIONAL TERMS

9-1 NONDISCRIMINATORY EMPLOYMENT

The Contractor shall not unlawfully discriminate against any individual based on race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation or military and veteran status. The Contractor understands and agrees that it is bound by and will comply with the nondiscrimination mandates of all statutes and local ordinances and regulations.

9-3 CONTRACTOR'S RESPONSIBILITY FOR WORK

Until the final acceptance of the Work by the City Council in accordance with Section 3-13.2 of the General Provisions, the Contractor shall have the charge and care thereof and shall bear the risk of injury or damage to any part of the Work by the action of the elements, criminal acts, or any other cause. The Contractor shall rebuild, repair, restore and make good all injuries or damages to any portion of the Work occasioned by any cause before its completion and acceptance and shall bear the expense thereof, except for such injuries or damages arising from the sole negligence or willful misconduct of the City, its officers, agents or employees. In the case of suspension of Work from any cause whatever, the Contractor shall be responsible for all materials and the protection of Work already completed, shall properly store and protect them if necessary, and shall provide suitable drainage and erect temporary structures where necessary.

9-4 PROCEDURE IN CASE OF DAMAGE TO PUBLIC PROPERTY

Any portions of curb, gutter, sidewalk or any other City improvement damaged by the Contractor during the course of construction shall be replaced by the Contractor at its own cost. The cost of additional replacement of curb, gutter or sidewalk in excess of the estimated quantities shown in the Bid form and Specifications, and found necessary during the process of construction (but not due to damage resulting from carelessness on the part of the Contractor during its operation), shall be paid to the Contractor at the unit prices submitted in the Contractor's Bid.

9-5 REMOVAL OF INTERFERING OBSTRUCTIONS

The Contractor shall remove and dispose of all debris, abandoned structures, tree roots and obstructions of any character encountered during the process of excavation. It is understood that the cost of any such removals are made a part of the unit price bid by the Contractor under the item for excavation or removal of existing Work.

9-6 SOILS ENGINEERING AND TESTING

A certified materials testing firm may be retained by the City to perform materials tests during the Contractor's entire operation to ascertain compliance with the Contract requirements. The City shall be responsible for the first series of tests. If the initial tests do not meet the Contract requirements, the Contractor shall bear the cost of all subsequent tests.

If the City requires other tests or more specific requirements for testing regarding this Project, those details will be included in the Special Provisions.

9-7 ACCESS TO PRIVATE PROPERTY

Unless otherwise stated in the Special Provisions, the Contractor shall be responsible for all fees and costs associated with securing permission to access private property for any portion of the Project.

9-9 CLAIM DISPUTE RESOLUTION

In the event of any dispute or controversy with the City over any matter whatsoever, the Contractor shall not cause any delay or cessation in or of Work, but shall proceed with the performance of the Work in

dispute. The Contractor shall retain any and all rights provided that pertain to the resolution of disputes and protests between the parties. The Disputed Work will be categorized as an "unresolved dispute" and payment, if any, shall be as later determined by mutual agreement or a court of law. The Contractor shall keep accurate, detailed records of all Disputed Work, claims and other disputed matters.

All claims arising out of or related to the Contract Documents or this Project, and the consideration and payment of such claims, are subject to Public Contract Code Section 9204 and Public Contract Code Section 20104 *et seq.* (Article 1.5), where applicable. This Contract hereby incorporates those provisions as though fully set forth herein. For purposes of this Section, "claim" means a separate demand by the Contractor sent by registered mail or certified mail with return receipt requested, for (i) a time extension, including, without limitation, for relief from damages or penalties for delay assessed by the City, (ii) payment by the City of money or damages arising from work done by, or on behalf of, the Contractor pursuant to the Contract Documents, payment for which is not otherwise expressly provided or to which the claimant is not otherwise entitled, or (iii) payment of an amount that is disputed by the City. The Contractor or any subcontractor must file a claim in accordance with Section 9204 and Article 1.5 (if applicable), and must then adhere to Section 9204 and Article 1.5 (as applicable).

In addition to compliance with Public Contract Code Section 9204 and Article 1.5, filing a claim in accordance with the Government Claims Act (Government Code Section 810 *et seq.*) is a prerequisite to filing any lawsuit against the City relating to this Contract.

9-10 THIRD PARTY CLAIMS

The City shall have full authority to compromise or otherwise settle any claim relating to the Project at any time. The City shall timely notify the Contractor of the receipt of any third-party claim relating to the Project. The City shall be entitled to recover its reasonable costs incurred in providing this notice.

9-11 COMPLIANCE WITH LAWS

The Contractor shall comply with all applicable federal, State and local laws, ordinances, codes and regulations in force at the time the Contractor performs pursuant to the Contract Documents.

9-12 REQUIREMENT TO MITIGATE THE SPREAD OF COVID-19

The Contractor and all Subcontractors for the Work shall comply with all applicable Federal, State, Los Angeles County, and City statutes, regulations, orders, and ordinances regarding COVID-19 Infection Prevention. This requirement specifically includes, without limitation, compliance with the "Safety and Health Guidance COVID-19 Infection Prevention in Construction" issued by the California Department of Industrial Relations, Division of Occupational Safety and Health and Safety on October 27, 2020, and as may be amended from time to time by the Department.

Prior to the pre-construction meeting, the Contractor shall submit to the City a "COVID-19 Mitigation Program" implementing these requirements and shall post the COVID-19 Mitigation Program on the Project site in a manner designated by the City's Project Manager. The failure of employees or workers of the Contractor and all Subcontractors on the Work to comply with these requirements shall be a default per Section 6-7.1, and may also result in a suspension of the Work pursuant to Section 6-6. Contractor

acknowledges that, in the event that the Engineer suspends the Work as a result of such failure by the Contractor or one of its Subcontractors to comply with these requirements, the City is not responsible for the delay, and that pursuant to Section 6-6.1 the Contractor is not entitled to compensation. The Contractor shall also pay to the City the costs and expenses incurred by the City resulting from the failure of employees of the Contractor and all Subcontractors on the Work to comply with these requirements including, but not limited to, the salaries and benefits for City employees who are unable to work due to exposure to COVID-19 as a result of such failure, and workers' compensation benefits and expenses. Delays in the Work resulting from the Contractor's or its Subcontractor's failure to comply with these regulations shall not be considered an unforeseen event entitling the Contractor to an extension of time or payment for delay pursuant to Section 6-4 of the Standard Specifications.

9-13 CONTRACTOR'S REPRESENTATIONS

By signing the Contract, the Contractor represents, covenants, agrees, and declares under penalty of perjury under the laws of the State of California that: (a) the Contractor is licensed, qualified, and capable of furnishing the labor, materials, and expertise necessary to perform the services in accordance with the terms and conditions set forth in the Contract Documents; (b) there are no obligations, commitments, or impediments of any kind that will limit or prevent its full performance under the Contract Documents; (c) there is no litigation pending against the Contractor that could adversely affect its performance of the Contract, and the Contractor is not the subject of any criminal investigation or proceeding; and (d) to the Contractor's actual knowledge, neither the Contractor nor its personnel have been convicted of a felony.

9-14 CONFLICTS OF INTEREST

The Contractor agrees not to accept any employment or representation during the term of the Contract or within twelve (12) months after acceptance as defined in Section 3-13.2 of the General Provisions that is or may likely make the Contractor "financially interested," as provided in Government Code Sections 1090 and 87100, in any decisions made by the City on any matter in connection with which the Contractor has been retained pursuant to the Contract Documents.

9-15 APPLICABLE LAW

The validity, interpretation, and performance of these Contract Documents shall be controlled by and construed under the laws of the State of California, excluding California's choice of law rules. Venue for any such action relating to the Contract shall be in Superior Court with geographic jurisdiction over the City.

9-16 TIME

Time is of the essence in these Contract Documents.

9-17 INDEPENDENT CONTRACTOR

The Contractor and Subcontractors shall at all times remain, as to the City, wholly independent contractors. Neither the City nor any of its officials, officers, employees or agents shall have control over the conduct of the Contractor, Subcontractors, or any of their officers, employees, or agents, except as

herein set forth, and the Contractor and Subcontractors are free to dispose of all portions of their time and activities that they are not obligated to devote to the City in such a manner and to such Persons that the Contractor or Subcontractors wish except as expressly provided in these Contract Documents. The Contractor and Subcontractors shall have no power to incur any debt, obligation, or liability on behalf of the City, bind the City in any manner, or otherwise act on behalf of the City as agents. The Contractor and Subcontractors shall not, at any time or in any manner, represent that they or any of their agents, servants or employees, are in any manner agents, servants or employees of the City. The Contractor and Subcontractors agree to pay all required taxes on amounts paid to them under the Contract, and to indemnify and hold the City harmless from any and all taxes, assessments, penalties, and interest asserted against the City by reason of the independent contractor relationship created by the Contract Documents. The Contractor shall include this provision in all contracts with all Subcontractors.

9-18 CONSTRUCTION

In the event of any asserted ambiguity in, or dispute regarding the interpretation of any matter herein, the interpretation of these Contract Documents shall not be resolved by any rules of interpretation providing for interpretation against the party who causes the uncertainty to exist or against the party who drafted the Contract Documents or who drafted that portion of the Contract Documents.

9-19 NON-WAIVER OF TERMS, RIGHTS AND REMEDIES

Waiver by either party of any one (1) or more of the conditions of performance under these Contract Documents shall not be a waiver of any other condition of performance under these Contract Documents. In no event shall the making by the City of any payment to the Contractor constitute or be construed as a waiver by the City of any breach of covenant, or any default that may then exist on the part of the Contractor, and the making of any such payment by the City shall in no way impair or prejudice any right or remedy available to the City with regard to such breach or default.

9-20 TERM

The Contract is effective as of the Effective Date listed, and shall remain in full force and effect until the Contractor has fully rendered the services required by the Contract Documents or the Contract has been otherwise terminated by the City. However, some provisions may survive the term listed within this Section, as stated in those provisions.

9-21 NOTICE

Except as otherwise required by law, any notice or other communication authorized or required by these Contract Documents shall be in writing and shall be deemed received on (a) the day of delivery if delivered by hand or overnight courier service during the City's regular business hours or (b) on the third (3rd) business day following deposit in the United States mail, postage prepaid, to the addresses listed on the Contractor's Bid and City Hall, or at such other address as one party may notify the other.

9-22 SEVERABILITY

If any term or portion of these Contract Documents is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of these Contract Documents shall continue in full force and effect.

The Sections that follow supplement, but do not replace, the corresponding provisions in Part 3 (Construction Methods) and 4 (Existing Improvements) of the Standard Specifications, except as otherwise indicated herein. In the event of any conflict between the Standard Specifications and these Special Provisions, these Special Provisions shall control.

SECTION 306 - OPEN TRENCH CONDUIT CONSTRUCTION

306-3.1 GENERAL

Pursuant to Public Contract Code Section 7104, if the project involves trenching more than four (4) feet deep, the Contractor shall promptly and before the following conditions are disturbed notify the City in writing of any:

a. Material that the Contractor believes may be material that is hazardous waste, as defined in California Health and Safety Code Section 25117, that is required to be removed to a Class I, Class II, or Class III disposal site in accordance with provisions of existing law; and/or

b. Subsurface or latent physical conditions at the site differing from those indicated; and/or

c. Unknown physical conditions at the site of any unusual nature, different materially from those ordinarily encountered and generally recognized as inherent in work of the character provided for in the Contract.

The City shall promptly investigate the conditions, and if it finds that the conditions do materially so differ, or do involve hazardous waste, and cause a decrease or increase in the Contractor's cost of, or the time required for, performance of any part of the Work shall issue a change order under the procedures described in the Contract. In the event that a dispute arises between the City and the Contractor whether the conditions materially differ, or involve hazardous waste, or cause a decrease or increase in the Contractor's cost of, or time required for, performance of any part of the Work, the Contractor shall not be excused from any scheduled completion date provided for by the Contract, but shall proceed with all work to be performed under the Contract. The Contractor shall retain any and all rights provided either by contract or by law which pertain to the resolution of disputes and protests between the parties.

As required by Labor Code Section 6705 and in addition thereto, whenever work under the Contract that involves an estimated expenditure in excess of twenty-five thousand dollars ($25,000) for the excavation of any trench or trenches five (5) feet or more in depth, the Contractor shall submit for acceptance by the City in advance of excavation, a detailed plan showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection from the hazard of caving ground during the excavation of such trench or trenches. If such plan varies from the shoring system standards established by the Construction Safety Orders of the Division of Industrial Safety, the plan shall be prepared by a registered civil or structural engineer employed by the Contractor, and all costs therefor shall be included in the price of the Contract. Nothing in this provision shall be deemed to allow the use of a shoring, sloping, or other protective system less effective than that required by the Construction Safety Orders. Nothing in this

provision shall be construed to impose tort liability on the City or on any City officer, agent, consultant, representative, or employee. All plans, processing and shoring costs are the Contractor's responsibility and must be included in the Contractor's bid.

SECTION 400 - PROTECTION AND RESTORATION

400-1 GENERAL

All costs to the Contractor for protecting, removing, restoring, relocating, repairing, replacing, or reestablishing existing improvements shall be included in the Bid.

SECTION 402 - UTILITIES

402-1 LOCATION

Except as shown in the Plans or specified in the Special Provisions, the location and existence of underground utilities or substructures has not been obtained. Subject to Government Code Section 4215, the methods used and costs involved to locate existing elements, points of connection and all construction methods are the Contractor's sole responsibility. Accuracy of information furnished, as to existing conditions, is not guaranteed by the City. The Contractor, at its sole expense, must make all investigations necessary to determine locations of existing elements, which may include contacting Underground Service Alert and other private underground locating firm(s), utilizing specialized locating equipment, hand trenching, or both. For every Dig Alert Identification Number issued by Underground Service Alert during the course of the Project, the Contractor must submit to the City the following form. The Contractor shall be responsible for preserving the integrity of the existing underground utilities at the site.

UNDERGROUND SERVICE ALERT IDENTIFICATION NUMBER FORM

No excavation will be permitted until this form is completed and returned to the City.

Government Code Section 4216 *et seq*. requires a Dig Alert Identification Number to be issued before a permit to excavate will be valid.

To obtain a Dig Alert Identification Number, call Underground Service Alert at 811 a minimum of three (3) Working Days before scheduled excavation. For best response, provide as much notice as possible up to ten (10) Working Days.

Dig Alert Identification Number: _____

Dated: _____ _____

("CONTRACTOR")

By: _____

Printed Name: _____

Title: _____

By: _____

Printed Name: _____

Title: _____

Note: This form is required for every Dig Alert Identification Number issued by Underground Service during the course of the Work. Additional forms may be obtained from the City upon request.

402-1.3 Entry by Utility Owners

The right is reserved to the owners of public Utilities or franchises to enter the Project site for the purpose of making repairs or changes in their property that may be necessary as a result of the Work as well as any other reason authorized by the City. When the Contract Documents provide for the Utility owners to alter, relocate or reconstruct a Utility, or when the Contract Documents are silent in this regard and it is determined by the City Engineer that the Utility owners must alter, relocate or reconstruct a Utility, the Contractor shall schedule and allow adequate time for those alterations, relocations or reconstructions by the respective Utility owners. City employees and agents shall likewise have the right to enter upon the Project site at any time and for any reason or no reason at all.

402-2 PROTECTION

If Contractor damages or breaks the Utilities, it will be the Contractor's responsibility to repair the Utility at no cost to the Utility or the City.

402-3 REMOVAL

Facilities encountered during the prosecution of the Work that are determined to be abandoned shall be removed by the Contractor as required for the Work, unless directed otherwise by the City Engineer. The remaining portion of the existing Utility which is left in place shall be accurately recorded, in elevation and plan, on the control set of Contract Drawings.

402-4 RELOCATION

The Contractor shall cooperate fully with all Utility forces of the City or forces of other public or private agencies engaged in the relocation, altering, or otherwise rearranging of any facilities that interfere with the progress of the Work. The Contractor shall schedule the Work so as to minimize interference with the relocation, altering, or other rearranging of facilities.

402-6 COOPERATION

The Contractor's attention is directed to the fact that Work may be conducted at or adjacent to the site by other contractors during the performance of the Work under this Contract. The Contractor shall conduct its operations so as to cause a minimum of interference with the work of such other contractors, and shall cooperate fully with such contractors to provide continued safe access to their respective portions of the site, as required to perform work under their respective contracts. Compensation for compliance shall be included in the various items of the Work, and no additional compensation shall be allowed therefor.

402-7 NOTIFICATION

The Contractor shall notify the City Engineer and the owners of all Utilities and substructures not less than forty-eight (48) hours before starting construction. The following list of names and telephone numbers is intended for the convenience of the Contractor and is not guaranteed to be complete or accurate:

Agency: City of Banning

Phone Number: 951.922.3263

Contact Person: Brandon Robinson

ELECTRIC POWER SYSTEMS TESTING & ENGINEERING SERVICES

• www.epsii.com

Date: 8/15/24

Brandon Robinson
CITY OF BANNING
99 E RAMSEY ST
BANNING, CA 92220

Cell: (951) 922-3263
Email: brobinson@banningca.gov

Reference: EPS Quote LAX-LL-Q24526

1. PROJECT SUMMARY:

Electric Power Systems International Inc. (EPS) is pleased to offer professional services on San Gorgonio 12kV Circuit Extension. This project is located in Banning, California.

2. SCOPE OF WORK:

In order to complete our obligations to the San Gorgonio Substation Construction project, EPS is pleased to offer a cost estimate for the work required to deliver a fully functioning substation as described in the original contract documents.
EPS will provide the necessary labor, materials and equipment to complete the installation of the San Gorgonio Substation's 12kV circuit extension to the vacated area of the decommissioned Alola Substation as defined by project scope of work:

1. Two (2) excavations for conduit installation on both sides of I-10 freeway.
2. Clear rock out of the 8" line.
3. Install 1-5" and 1-2" or 1-1.5" conduits from south side of freeway to north side of freeway.
4. Install conduits approximately 60' from excavation pit to vacated Alola Substation property at 60 S. Alola St.
5. Excavation for one vault installation with rock bottom on south side of freeway. BEU to provide vault.
6. Install 1-6" and 1-2" conduit from pole to vault, 1-5" and 1-2" or 1-1.5" to abandoned pipe on south side of freeway.
7. BEU to provide traffic control labor and materials.
8. Asphalt repair at Livingston St and Alola St.
9. Additional testing for circuit breaker.

3. PRICING: ..... $ 58,039.80

4. CLARIFICATIONS AND ASSUMPTIONS:

4.1. Quotes are valid for 90 days. EPS full terms & conditions can be released upon request by the client.
4.2. The pricing assumes field technicians working Monday – Friday, 10 hour/days, consecutive day shifts.

SOLE SOURCE/EMERGENCY PURCHASE JUSTIFICATION

Date: 8/12/2024 Dept./Div.: ELECTRIC UTILITY Phone: 951-922-3260

Contact: BRANDON ROBINSON | CARLA YOUNG

Vendor: ELECTRIC POWER SYSTEMS INTERNATIONAL, INC. (EPS)

Address: 1780 E. MCFADDEN AVE, SANTA ANA, CA 92705 Phone: 714-714-7226

Check reason for sole source/emergency purchase request:

- [x] **Sole Source:** No other items are known to exist which perform the same function.
- [x] **Standardization:** The City requires the item(s) to standardize parts, design, quality, etc. (explain in more detail below)
- [ ] **Scarce Commodity:** To procure a commodity that is in critical short supply, such as fuel, potable water, MRE's porta-potties, etc. and the vendor will be out of inventory if the bid process is followed. (This option is not permitted once inventories begin to normalize.
- [ ] **Emergency Protective Measures:** This classification is for extraordinary measures that may be needed when life, public health or improved property are in imminent danger. For instance, during the winter season, the purchase of sand and sand bags would not constitute an extraordinary measure. Purchases of sand and sandbags should be a normal purchase and anticipated before the winter season arrives. An extraordinary protective measure could be the rental of temporary fencing to cordon off structures in imminent danger of collapse.
- [ ] **Emergency Consulting Services:** The procurement is for a technical consulting service of an immediate nature, such as inspection of a heavily damaged structure to determine if a collapse is imminent or inspection of a slope to determine the nature and extent of landslide potential.
- [ ] **Emergency Road Clearance:** Services needed to clear roads to provide access for emergency service vehicles. This is not used for general debris removal.
- [ ] **Other Emergency Requirement:** Purchase necessary for the preservation of life, public health or improved property due to imminent danger. Provide a brief explanation of the immediate problem and include the potential consequences if left unaddressed
- [ ] **Non-Responsive Bids:** Bids were solicited, but no responsive bid has been received from requested bidders. A copy of all bids and a list of other solicited vendors must be attached.
- [ ] **Pre-Existing Contract:** The purchase was made under terms of a pre-existing competitively bid disaster services, materials, or supplies contract.
- [ ] **Patent or Copyright:** The item is patented or copyrighted and vendor has exclusive sales rights.
- [ ] **Legal Monopoly:** The item or product or service of a legal monopoly.
- [ ] **Captive Replacement Part:** The item is a captive replacement part. Use of a generic part will void a warranty, or use of a generic part will require extensive modifications to existing equipment which would be cost prohibitive.
- [ ] **Sole Distributor:** The vendor is the only authorized distributor of this item.

Narrative Justification – Explain the following. Be very precise when filling in this section.

- Describe what is being purchased or rented.
- Describe where the equipment, material or services will be used.

- Specify the immediate hazard or threat that poses imminent danger. (The phase "earthquake damage" is insufficient. Provide detail: "A three story unreinforced masonry building is severely damaged and appears to be in imminent danger of collapse onto the public right of way."
- Describe the minimum acceptable actions that can be taken to reduce or eliminate the hazard i.e., "Install temporary chain link fencing around the structure at a distance of 20 feet from the building."
- Describe consequences if left unaddressed. "The building may collapse injuring bystanders."

Product or service to be purchased or rented:

SAN GORGONIO 12.47KV CIRCUIT CONNECTION FROM SUBSTATION TO DISTRIBUTION SYSTEM

Location of product or service use:

176 E. LINCOLN ST. BANNING, CA 92220
60 S. ALOLA ST. BANNING, CA 92220

Specific Hazard or Threat (complete for emergency justification):

Minimum action to reduce threat (complete for emergency justification):

Consequences if unaddressed (complete for emergency justification):

Cost Rationality – The cost of the equipment, supplies or services procured are deemed to be rational by virtue of the following circumstances. Check the appropriate box(es) below. Attach any documentation to support you rational.

- [x] The prices charged are comparable with the prices paid for similar goods or services within the last 12 months.
- [ ] Using readily available catalogs or price lists, and/or internet sources, it's determined that the cost are reasonable within the circumstances at hand. (Attach copies)
- [ ] The prices paid for the goods or services exceed normative pricing, but the circumstances required their purchase, and only enough of the goods or services were purchased to deal with the specific emergency at hand. All additional purchases of the same goods or services will be made through normal procedures.
- [ ] There are no available sources for market cost rationale due to the above mentioned sole source, non-responsive bids, patent or copyright, legal monopoly and sole distributor classification.

Authorizations:

Dept. Head's Signature: _____ Date: _____

Purchasing Officer's Signature: _____ Date: _____

City Manager's Signature: _____ Date: _____

ATTACH TO THE SOLE SOURCE FORM
DETAILED JUSTIFICATION FOR SOLE SOURCE:
(widen text boxes as necessary)

The requestor shall clearly provide:

a. A detailed description of the type of contract to be established;

THIS CONTRACT IS REQUIRED TO COMPLETE THE CONSTRUCTION OF THE SAN GORGONIO SUBSTATION PROJECT. THE ORIGINAL CONTRACT CANNOT BE EXTENDED, HOWEVER THERE IS CONTRACT WORK FROM THE CONTRACT C00727 THAT REQUIRES COMPLETION AND THERE ARE FUNDS BUDGETED WITHIN ORIGINAL PO 31284 TO COVER THE COSTS OF THE NEW SOLE SOURCE CONTRACT. BEU IS ALSO REQUESTING ADDITIONAL BUDGETED FUNDS TO BE APPLIED TO THIS CONTRACT TO COVER THE COSTS OF ADDITIONAL WORK FOR DISTRIBUTION CIRCUIT TROUBLESHOOTING.

b. A detailed description of services and/or commodities to be provided by the vendor;

- THE VENDOR WILL PROVIDE LABOR, EQUIPMENT, AND MATERIALS TO COMPLETE THE LINE EXTENSION CONNECTING SAN GORGONIO SUBSTATION WITH THE CIRCUITS THAT HAVE PREVIOUSLY BEEN SERVED BY ALOLA SUBSTSTION , WHICH HAS BEEN DECOMMISIONED.

c. An explanation of why the recommended vendor is the only one capable of providing the required services and/or commodities and include back-up information to support the justification;

CITY OF BANNING ALREADY MAINTAINS AN EXISTING CONSTRUCTION CONTRCT WITH EPS, AND THIS NEW CONTRACT WOULD BE AN EXTENSION OF THE EXISTING CONTRACT WHICH WILL ALLOW EPS TO COMPLETE THEIR OBLIGATIONS FOR THE SAN GORGONI SUBSTATION PROJECT.

d. The identity of other sources that have been contacted and explain in detail why they cannot fulfill the City's requirements;

EPS IS THE CONTRACTOR OF RECORD FOR THE ORIGINAL PO 31284 FOR SAN GORGONIO SUBSTATION CONSTRUCTION CONTRACT. THE JUSTIFICATION FOR THIS SOLE SOURCE REQUEST IS FOR THE COMPLETION OF THE CONTRACT OBLIGATIONS DUE TO THE ORIGINAL CONTRACT HAVING EXPIRED.

e. An explanation of how the recommended vendor's prices or fees compare to the general market and attach quotes for comparable services and supplies, if available (limited competition);

THE CONTRACTOR, EPS, WILL COMPLETE THESE IMPROVEMENTS AT THE UTILIZING THE SAME UNIT COSTS AGREED UPON UNDER THE ORIGINAL CONTRACT C00727.

f. An explanation of how the City would accomplish this particular task if the recommended vendor could not provide the product or service.

CITY WOULD NEED TO GO OUT FOR BIDS WHICH WOULD PROLONG THE PERIOD THAT THE SUBSTATION IS LEFT WITHOUT FULL COMPLETION AND ALSO PUT THE CITY AT RISK OF INFLATION DUE TO EPS' AGREEMENT TO USE ORIGINAL CONTRAC COST VALUES FROM 2021.

Note: Valid Sole Source justification requires strong technological or strong programmatic justifications

CITY OF BANNING

PURCHASE REQUISITION FORM

Contract Number	Requisition Number	PO Number

Title of Purchase Order/Contract/Project: San Gorgonio Substation 12kV Extension **Department Contact:** Brandon Robinso

Requisition Type

- ☐ Purchase Order
- ☐ Blanket Order
- ☒ Contract
- ☒ CUPCCAA
- ☒ Rush Rush Request Date: 8/13/24
- ☐ PO Change Order
- ☐ BO Change Order
- ☐ Contract Amendment

CONTRACTS ONLY

Renewals ☐ Yes ☒ No
Option to Extend _____ Years
Insurance Reqs. ☒ Standard ☐ Other

Funding

- ☒ Budgeted
- ☐ Pending Budget Adjustment
- ☐ Grant Funded

Attachments

- ☒ Scope of Work/Services
- ☒ Sole Source/Single Source*
- ☐ Emergency*

Quotes

Bid Date (Initial date of bid): 8/14/25
# of Required Quotes _____

Date Requisition Submitted: 8/13/24

Approvals

Council Approval Date 9/10/25
Council Resolution # _____

Dates of Service

Start Date 9/3/24
End Date 6/30/25

Retainage ☐ Yes ☐ No
Percentage _____ %

Vendor Information

Vendor Number	7380 Vendor On Site ☒ Yes ☐ No	City Business License No.	
Vendor Name	Electric Power Systems International, Inc.	State Registration No.	
Address	1780 E. McFadden Ave	DIR No.	
City, State & Zip	Santa Ana, CA 92705	Contractor License No.	
Contact Name	Devin Hopkins	License Type	
Contact Phone	213-760-1847 Secondary	SAM Government No.	
Contact Email	d.hopkins@epsii.com		
Authorized Signer Name:	Devin Hopkins Title:	Western Division Vice President	
Authorized Signer Email:	d.hopkins@epsii.com		

Purchase Information

Line	Qty	Unit	Items (Description, Size, Etc.)	Unit Price	Estimated Amount
1	51039.80	ea	San Gorgonio Substation 12kV Extension	1.00	$ 51,039.80
1	7000	ea	Distribution Circuit Troubleshooting	1	$ 7,000.00
					$ 0.00
					$ 0.00

Commodity Code: _____ **Sales Tax: ☐ 7.75% ☐ Other _____% Sales Tax** $ 0.00

Shipping/handling that is taxable should be a line item. *Non-taxable Freight

Insurance Required: ☐ Yes, Attached ☐ Yes, Requested ☒ Yes, On File ☐ No

AL _____ GL _____ WC _____ PL _____ BR _____ PoL _____ **Estimated Total Cost** **$ 58,039.80**

Amendments/Change Orders: **Starting Value** _____ **Value Change** _____ **Total Value** **$ 0.00**

Funding Information

Line #	Fund | 000	Division | 0000	Activity | 000	Object | 00-00	Project	Amount
1	673	7000	473	96-25	EL2105	$ 51,039.80
2	673	7000	473	96-20	EL2004	$ 7,000.00
					Total	$ 58,039.80

Description *(Provide Reason for Request)*

This purchase requisition is supporting documentation to initiate a Sole Source contract with Electric Power Systems International, Inc to complete obligations of the San Gorgonio Substation construction. This Sole Source contract is being completed through recommendation from City Purchasing Staff.

Approvals

Requested by: _____ *Contract Manager* *Date*
Approved by: _____ *Department Manager* *Date*
Approved by: _____ *Purchasing Officer* *Date*
Approved by: _____ *City Manager* *Date*

SUBMIT COMPLETED FORMS TO PRFORMS@BANNINGCA.GOV

Purchase Information

Line #	Qty	Unit	Items (Description, Size, Etc.)	Unit Price	Estimated Amount
					$ 0.00
					$ 0.00
					$ 0.00

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Nicole Jews, Human Resources Manager** **Lincoln Bogard, Administrative Services Director**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Consideration of Resolution 2024-147, Approving a Community Development Director Employment Agreement**

RECOMMENDATION:

Adopt Resolution 2024-147.

BACKGROUND:

In June 2024 Community Development Director, Adam Rush separated from the City of Banning. In July 2024, the City Manager spoke with and chose to interview Mr. Newell, the current Assistant Planning Director for the City of Palm Springs.

Mr. Newell appeared before a department directors' panel as well as one-on-one interviews with the City Manager. Following the interviews, a debriefing was conducted and Mr. David Newell was selected as the top choice for the Community Development Director position.

Mr. Newell holds a Bachelor of Arts degree in Environmental Analysis and Design with a minor in Urban and Regional Planning, University of California, Irvine and a Master of Public Administration, California State University, San Bernardino. He has worn many hats in his 19 years of employment with the City of Palm Springs. Mr. Newell's current position is the Assistant Planning Director, in the Development Services Department/Planning Department, for the city.

The Employment Agreement is consistent with the compensation and benefits established by Resolution No. 2019-41, establishing maximum compensation and benefits for department directors.

JUSTIFICATION:

The Community Development Director position is critical to successful operations of the Community Development Department. Mr. Newell is highly qualified and has experience necessary to successfully perform the duties of the position.

FISCAL IMPACT:

The 2024/2025 budget includes funding for the Finance Director position.

Fiscal Year	Estimated Total Compensation Amount (including all Employer Contributions for benefits and retirement)

2024/2025	$218,867.44 (9.5 months)
2025/2026	$283,672.50
2026/2027	$291,097.11
2027/2028	$298,744.47
2028/2029	$306,621.24

ALTERNATIVES:

Do not adopt Resolution No. 2024-147 and provide staff alternate direction.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

Yes

ATTACHMENTS:

1. Resolution 2024-147, EA David Newell.docx
2. Banning_-_David_Newell_Employment_Agreement.pdf
3. Job Description_Community Development Director
4. Reso No. 2019-41 Exec Comp and Increase.pdf

RESOLUTION 2024-147

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, APPROVING A COMMUNITY DEVELOPMENT DIRECTOR EMPLOYMENT AGREEMENT

WHEREAS, the City Manager selected David A. Newell for the permanent position of Community Development Director; and

WHEREAS, at the City Council regular meeting on September 10, 2024, the Council considered a Community Development Director Employment Agreement between the City of Banning and David A. Newell; and

WHEREAS, David A. Newell has confirmed his desire to serve as Community Development Director for the City of Banning; and

WHEREAS, the parties agree that David A. Newell has the necessary qualifications and experience to perform as the Community Development Director for the City.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The City Council approves the Community Development Director Employment Agreement with David A. Newell, and authorizes the City Manager to make necessary non-substantive changes to and execute said Agreement.

SECTION 2. The City Council authorizes the City Manager, or designee, to make necessary budget adjustments, appropriations, and transfers related to this resolution.

SECTION 3. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 10th day of September 2024.

Alberto Sanchez, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

Serita R. Young, City Attorney
Richards, Watson & Gershon

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2024-147, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 10th day of September 2024 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

Exhibit A
Employment Agreement with David A. Newell

CITY OF BANNING

COMMUNITY DEVELOPMENT DIRECTOR EMPLOYMENT AGREEMENT

This COMMUNITY DEVELOPMENT DIRECTOR EMPLOYMENT AGREEMENT (hereinafter referred to as the "AGREEMENT") is entered into and made effective the 16th day of September, 2024, by and between the CITY OF BANNING, a general law city and municipal corporation (hereinafter referred to as the "CITY") and DAVID NEWELL, an individual (hereinafter referred to as "EMPLOYEE"), who is qualified to serve as Community Development Director. For purposes of this AGREEMENT, CITY and EMPLOYEE may be collectively referred to as the "Parties" or individually as a "Party."

R E C I T A L S

WHEREAS, California Government Code section 34851 authorizes a city manager form of government, which position is prescribed by state law and the CITY's Municipal Code; and

WHEREAS, California Government Code section 34856 provides that the City Manager, in cities operating under the City Manager form of government, may appoint and dismiss Department Directors and other subordinate appointive offices and employees; and

WHEREAS, the duties of the Community Development Director are set forth in Exhibit "A" to this AGREEMENT; and

WHEREAS, the CITY requires the services of a Community Development Director; and

WHEREAS, based on EMPLOYEE's executive and administrative qualifications and ability, the City Manager desires to appoint EMPLOYEE to serve as the Community Development Director for the CITY; and

WHEREAS, the Parties agree that EMPLOYEE has the necessary qualifications and experience to perform as the Community Development Director for the CITY; and

WHEREAS, EMPLOYEE desires to perform and assume responsibility for the provision of Community Development Director services to the CITY and the Community Development Department; and

WHEREAS, the Parties wish to establish the terms and conditions of EMPLOYEE's provision of Community Development Director professional services to the CITY through this AGREEMENT; NOW, THEREFORE, in consideration of the mutual covenants contained herein, the CITY and EMPLOYEE hereby agree as follows:

1.0 EMPLOYMENT & DUTIES

1.1 Duties. The City Manager hereby appoints EMPLOYEE as Community Development Director for the CITY to perform the functions and duties of that position, as described in Exhibit "A" to this AGREEMENT, the California Government Code, and such other legally permissible and proper duties and functions as the City Manager shall, from time to time, direct or assign to EMPLOYEE. CITY reserves the right to amend Banning Municipal Code, as it deems necessary and appropriate, without requiring EMPLOYEE's acquiescence or an amendment of this AGREEMENT. EMPLOYEE agrees to perform all such functions and duties to the best of his ability and in an efficient, competent, and ethical manner.

1.2 Work Schedule. It is recognized that the Community Development Director is expected to engage in the hours of work that are necessary to fulfill the obligations of the position, must be available at all times, and must devote a great deal of time outside the normal office hours to the business of the CITY. EMPLOYEE acknowledges that proper performance of the duties of Community Development Director will require EMPLOYEE to generally observe normal business hours (currently 8:00 a.m. to 5:00 p.m., Monday through Friday, including a standard one hour-lunch period), as set by the CITY and as may be duly revised from time-to-time by the CITY, and will also often require the performance of necessary services outside of normal business hours. EMPLOYEE's compensation (whether salary or benefits) is not based on hours worked. Furthermore, the Community Development Director position remains an "exempt" classification under the overtime provisions of the federal Fair Labor Standards Act ("FLSA") and EMPLOYEE shall not be entitled to any compensation for overtime nor subject to such overtime provisions of the FLSA.

1.3 FLSA Exempt Status. EMPLOYEE acknowledges and agrees that the Community Development Director position is that of an exempt employee of the CITY for the purposes of the FLSA.

1.4 Other Activities. EMPLOYEE shall focus his professional time, ability, and attention to the CITY's business during the term of this AGREEMENT. EMPLOYEE shall not engage, without the express prior written consent of the City Manager, in any other business duties or pursuits whatsoever, or directly or indirectly render any services of a business, commercial, or professional nature to any other person or organization, whether for compensation or otherwise, that is or may be competitive with the CITY, that might cause a conflict-of-interest with the CITY, or that otherwise might interfere with the business or operation of the CITY or the satisfactory performance of the functions and duties of the Community Development Director.

1.5 Employment Status. Upon appointment to the Community Development Director position, EMPLOYEE shall serve at the will and pleasure of the City Manager and understands that by accepting the Community Development Director appointment, he shall be an "at-will" employee and shall be subject to summary dismissal without any right of notice or hearing, except as required by law, including any pre-disciplinary "Skelly" hearing. The CITY may terminate EMPLOYEE at any time in accordance with Section 3.4 below, and as permitted by all applicable laws.

1.6 Exemption from Personnel System. BMC §2.68.020(E) expressly exempts the Community Development Director from the CITY's Personnel System established in BMC Chapter 2.68. EMPLOYEE understands, acknowledges and agrees that EMPLOYEE is exempt from the CITY's Personnel System.

1.7 CITY Documents. All data, studies, reports and other documents prepared by EMPLOYEE while performing his duties during the term of this AGREEMENT shall be furnished to and become the property of the CITY, without restriction or limitation on their use. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other materials either created by or provided to EMPLOYEE in connection with the performance of this AGREEMENT shall be held confidential by EMPLOYEE to the extent permitted by applicable law, except as may be required by any governmental agency or court of competent jurisdiction. Such materials shall not be used by EMPLOYEE, without the prior written consent of the City Manager, for any purposes other than the performance of EMPLOYEE's duties. Additionally, no such materials may be disclosed to any person or entity not connected with the performance of services

under this AGREEMENT, except as required by (a) law, (b) any governmental agency, (c) subpoena, or (d) an order issued by a court of competent jurisdiction.

2.0 COMPENSATION AND REIMBURSEMENT

2.1 Salary. For the services rendered pursuant to this AGREEMENT, EMPLOYEE shall be placed at Range D01, Step 13 which at the time of executing this agreement is annually Two- Hundred Four Thousand, Sixty-three Dollars and Seventy-four Cents ($204,063.74) per year ("Salary"), which shall be paid on a pro-rated basis bi-weekly at the same time as other employees of the CITY are paid, effective on the day EMPLOYEE commences work for the CITY. Such Salary shall be subject to all permissible and required withholdings as determined by state and federal law and as determined appropriate by the City Council.

2.2 Salary Review. The EMPLOYEE salary is set at Step 13 of the range. It is understood that annual Step adjustments will be approved based upon satisfactory performance evaluations. Any other salary adjustments will be those based upon the Consumer Price Index (CPI), unless a future Compensation Study is approved by the City Council.

2.3 Salary Adjustment. EMPLOYEE's base salary and benefits package have been established by the AGREEMENT. Annual adjustments in the base salary will be established by City Council resolution.

2.4 Business Expense Reimbursements. CITY shall reimburse EMPLOYEE for reasonable and necessary travel, subsistence, and other CITY related business expenses incurred by EMPLOYEE in the performance of his duties. All reimbursements shall be subject to and in accordance with California law, the CITY's adopted policies, and IRS rules for reporting compensation through payroll or reimbursement through accounts payable.

3.0 TERM

3.1 Commencement & Effective Date. EMPLOYEE shall commence service hereunder at 8:00 a.m. Pacific Daylight Time on September 16, 2024 ("Effective Date"). In the event EMPLOYEE commences services on a date other than September 16, 2024 such date shall be deemed the Effective Date of this AGREEMENT.

3.2 Term. CITY hereby employs EMPLOYEE for an initial term of five (5) calendar years commencing on the AGREEMENT's Effective Date and continuing to and including September 17, 2029, subject to termination by the City Manager or by EMPLOYEE, with or without cause, as hereinafter provided in Sections 3.3 and 3.4, at the conclusion of which this AGREEMENT shall automatically terminate. Prior to such automatic termination, the CITY shall have the option to unilaterally extend the Term of this AGREEMENT for an additional five (5) years, subject to termination by the City Manager or by EMPLOYEE, with or without cause, as hereinafter provided in Sections 3.3 and 3.4. Additionally, the Term of this AGREEMENT may be extended upon mutual concurrence from the City Manager and the EMPLOYEE, as evidenced by a writing signed by both parties. The CITY agrees that in the last year of the initial five-year Term of the AGREEMENT, and in the last year of the Term of the AGREEMENT should the Term of the AGREEMENT be extended beyond its initial five years, the annual evaluation will be performed at least six (6) months prior to the expiration of the term.

3.3 Termination by EMPLOYEE. EMPLOYEE may terminate this AGREEMENT at any time, provided EMPLOYEE provides the City Manager with at least thirty (30) days' advance written notice. In the event EMPLOYEE terminates this AGREEMENT, EMPLOYEE expressly agrees that EMPLOYEE shall not be entitled to any severance pay.

3.4 Termination by CITY. The City Manager may terminate this AGREEMENT at any time with or without cause, by providing written notice of the reason(s). The City Manager's right to terminate EMPLOYEE pursuant to this Section 3.4 shall not be subject to or in any way limited by the CITY's Rules and Regulations of the Personnel System (Resolution No. 1974-22), or any subsequent related resolutions, or past CITY practices related to the employment, discipline or termination of the CITY's employees. EMPLOYEE expressly waives any rights provided for the Community Development Director under the CITY's Rules and Regulations of the Personnel System (Resolution No. 1974-22), Municipal Code, or under other local, state or federal law to any other form of pre- or post-termination hearing, appeal, or other administrative process pertaining to termination, except as to rights that by law cannot be waived. Nothing herein shall be construed to create a property interest, where one does not exist by rule of law in the position of Community Development Director. Notwithstanding this Section 3.4, upon appointment to the Community Development Director position, EMPLOYEE remains an at-will employee serving at the pleasure of the City Manager.

(a) Termination by CITY for Cause. The City Manager may terminate this AGREEMENT at any time by providing EMPLOYEE with five (5) business days' written notice of the termination for cause and the facts and grounds constituting such cause. The term "cause" shall be defined to include any misconduct materially related to performance of official duties, including but not limited to any of the following: 1) breach of this AGREEMENT, 2) willful or persistent material breach of duties, 3) résumé fraud or other acts of material dishonesty, 4) unauthorized absence or leave, 5) conviction of a misdemeanor involving moral turpitude (i.e., offenses contrary to justice, honesty, or morality), conviction of a misdemeanor DUI, or conviction of a felony (the CITY may, in its discretion, place EMPLOYEE on paid or unpaid administrative leave until resolution of charges brought against EMPLOYEE), 6) violation of the CITY's anti-harassment policies and/or a finding that legally prohibited personal acts of harassment against a CITY official or employee or legally prohibited personal acts of discrimination against a CITY official or employee has occurred, 7) violation of the CITY's Municipal Code, ordinances, rules, and regulations, including but not limited to the CITY's Rules and Regulations of the Personnel System (Resolution No. 1974-22) and Administrative Policies, 8) use or possession of illegal drugs, 9) engaging in conduct tending to bring embarrassment or disrepute to the CITY, 10) any illegal or unethical act involving personal gain, 11) pattern of repeated, willful and intentional failure to carry out materially significant and legally constituted directions or policy decisions of the City Manager, and 12) gross misfeasance or gross malfeasance. If the City Manager terminates for cause this AGREEMENT and the services of EMPLOYEE hereunder, the CITY shall have no obligation to pay EMPLOYEE any severance.

(b) Termination by City Manager Without Cause. By providing EMPLOYEE at least thirty (30) days' prior written notice thereof, the City Manager may terminate EMPLOYEE without cause but rather based upon management reasons such as implementing the CITY's goals or policies, including but not limited to: i) change of administration, or ii) incompatibility of management styles. In the event EMPLOYEE is terminated without cause, EMPLOYEE expressly agrees that EMPLOYEE shall be entitled to severance pay, as the result of the termination of this AGREEMENT, as provided in Section 4.1 below.

4.0 SEVERANCE

4.1 Severance Pay. In the event EMPLOYEE is terminated without cause and EMPLOYEE does not challenge such termination, including but not limited to, by means of appeal or civil or administrative claim or liberty hearing, then CITY shall pay to EMPLOYEE severance as follows:

4.1.1 CITY shall pay to EMPLOYEE severance in an amount equal to EMPLOYEE's monthly base salary then in effect multiplied by three (3).

4.1.2 CITY shall pay the cost for medical, dental and vision insurance for EMPLOYEE and all dependents for a period of three months after the date of termination or until EMPLOYEE is eligible for insurance coverage through other employment, whichever occurs first.

4.1.3 In the event that this AGREEMENT expires by its own terms and not by resignation of EMPLOYEE or early termination by City Manager, then EMPLOYEE shall not be entitled to any severance.

4.1.4 Notwithstanding any other provision of this paragraph 4.1, should such proposed severance payment exceed the amount authorized to be paid under Government Code Section 53260, then the amount paid to EMPLOYEE shall be reduced in the amount necessary to comply with such statute. (Government Code Section 53260 provides that all contracts of employment with a city must include a provision limiting the maximum cash settlement for the termination of the contract to the monthly salary (excluding benefits) multiplied by the number of months left on the unexpired term, but not more than eighteen (18) months if the unexpired term exceeds 18 months).

4.2 No Severance Pay if Termination for Cause or Initiated by EMPLOYEE. As provided in Section 3.4(a), should EMPLOYEE be terminated for cause, the CITY shall have no obligation to pay the severance provided for in Section 4.1 above. As provided in Section 3.3, should EMPLOYEE initiate termination of this AGREEMENT, the CITY shall have no obligation to pay the severance provided for in Section 4.1 above. As provided in Section 4.1 above, should this AGREEMENT expire by its own terms without early termination by EMPLOYEE or City Manager, then the CITY shall have no obligation to pay the severance provided for in Section 4.1.

4.3 Sole Rights. The severance rights provided in this Section 4.0 shall constitute the sole and only entitlement of EMPLOYEE with respect to severance pay in the event of the termination, other than for cause or by expiration of the AGREEMENT. EMPLOYEE expressly waives any and all other rights with respect to severance pay except as provided herein. Any and all severance rights are conditioned upon and in consideration for execution of the standard "Agreement of Separation, Severance, and General Release" attached hereto in form only as Exhibit "C."

5.0 PERFORMANCE EVALUATIONS

5.1 Purpose. The performance review and evaluation process set forth herein is intended to provide review and feedback to EMPLOYEE so as to facilitate a more effective management of the CITY. Nothing herein shall be deemed to alter or change the at-will employment status of EMPLOYEE as Community Development Director (as set forth in Section 1.5 above), nor shall this Section 5.0 be construed as requiring "cause" to terminate this AGREEMENT, or the services of EMPLOYEE hereunder.

5.2 Annual Evaluation. The City Manager shall conduct a formal or informal review and evaluate the performance of EMPLOYEE on an annual basis. Such review shall be conducted on or within four (4)

weeks of the anniversary date of EMPLOYEE's appointment to the position of Community Development Director, using an evaluation form to be approved by City Manager.

6.0 BENEFITS AND OTHER COMPENSATION

6.1 Professional Development. The CITY recognizes its obligation to the professional development of its Community Development Director and agrees that EMPLOYEE shall be given adequate opportunities to develop and maintain skills and abilities as a public administrator. EMPLOYEE is expected and encouraged to and does agree to participate in professional organizations and to attend area and regional meetings and conferences related to matters of interest to the CITY consistent with the time required for such attendance in relationship to EMPLOYEE's other responsibilities as determined by the City Manager. As budget permits, the CITY hereby agrees to budget an amount to be determined in the exercise of its sole discretion to pay the cost, travel and subsistence expense of EMPLOYEE for professional and/or official travel, meetings, and occasions adequate to continue professional development of EMPLOYEE and to adequately pursue necessary official functions for the CITY. These activities shall include membership in at least two professional associations and attendance of at least two annual professional development conferences. EMPLOYEE shall be responsible for maintaining any professional certifications recognized as necessary or desirable in the performance of the duties hereunder. Tuition will be reimbursed to EMPLOYEE for professional and technical courses approved by the City Manager and taken in an accredited educational institution provided that: i) the subject matter of the course relates directly to and contributes toward the Community Development Director position with the CITY; ii) EMPLOYEE has received at least a competent proficiency rating on the last performance evaluation report; and iii) EMPLOYEE has furnished evidence that the course has been completed with at least a "C" or "pass" grade.

As permitted by the budget, and in an amount to be determined at the sole discretion of the City, the CITY agrees to budget and pay for travel and subsistence expenses of EMPLOYEE for short courses, institutes, and seminars that are necessary for EMPLOYEE's professional development and for the good of the CITY. As provided for in the budget, the CITY agrees to pay for professional dues and subscriptions of EMPLOYEE reasonably related to the professional growth, development, education and training of EMPLOYEE.

All reimbursable expenses under this Section must be approved in advance by the City Manager.

6.2 Paid Leave.

(a) Sick Leave. EMPLOYEE shall be entitled to ninety-six (96) hours of sick leave annually, with the right to cash in a maximum of ninety-six (96) hours annually. A minimum of forty (40) sick leave hours must be left in the bank at time of cash out. Sick leave shall accrue at the rate of 3.69 hours per pay period. Any sick leave cash out request must be made no later than November 1st of each year, and payment of the cash out shall be made in the last check issued in November. Sick leave may only be accrued to a maximum of four hundred eighty (480) hours at which point sick leave accrual will cease until the accrued hours fall below the maximum of four hundred eighty (480) hours. Sick leave must be used and deducted from accruals on a minute-by-minute basis for time missed from normal work hours which for purposes of this section are deemed to be normal City operating hours. Upon termination for any reason, EMPLOYEE shall be entitled to one hundred percent (100%) of the unused sick leave on the books then existing.

(b) Vacation Leave. EMPLOYEE shall be entitled to one hundred sixty (160) hours of vacation leave annually, with the right to cash in a combined maximum of eighty (80) vacation leave hours annually from any vacation leave bank. A minimum of eighty (80) vacation leave hours must be left in the regular vacation bank at time of cash out. If EMPLOYEE accrues greater than three hundred (300) hours of vacation time, then he may request a one-time cash out of fifty percent (50%) of the total available vacation hours to be paid at his current pay rate. Vacation leave shall accrue at the rate of 6.15 hours per pay period. Vacation leave may only be accrued to a maximum of four hundred eighty (480) hours at which point vacation leave accrual will cease until the accrued hours fall below the maximum of four hundred eighty (480) hours. Vacation leave must be used and deducted from accruals on a minute-by-minute basis for time missed from normal work hours which for purposes of this section are deemed to be normal City operating hours. Upon termination, for any reason, EMPLOYEE shall be entitled to one hundred percent (100%) of the unused vacation leave on the books then existing. A vacation leave bank of Eighty (80) hours will be established as of the employment date.

(c) Executive Leave. EMPLOYEE shall be entitled to ninety-eight (98) hours annual accrual with a maximum accrual cap of two-hundred (200) hours. Leave will be earned at a rate of 3.77 hours per pay period. A maximum of ninety-eight (98) hours of Executive Leave may be cashed out annually.

(d) Holiday Leave. EMPLOYEE shall be granted the following holidays: New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Juneteenth, Fourth of July, Labor Day, Veteran's Day, Thanksgiving, Day after Thanksgiving, Christmas Eve, Christmas and New Year's Eve. In addition, one (1) floating holiday will be credited to EMPLOYEE's Holiday Leave bank July 1st each year. Leave balances must be used during the fiscal year or they may be cashed out with City Manager approval according to Administrative Policy A-30. If the City Council recognizes an additional holiday for City employees, said holiday shall be extended to EMPLOYEE. Holiday leave must be used and deducted from accruals in increments of no less than one hour for time missed from normal work hours which for purposes of this section are deemed to be normal City operating hours.

(e) Bereavement Leave. In the event of the death of a member of EMPLOYEE's family, including EMPLOYEE's spouse, domestic partner, mother, father, brother, sister, child, grandchild, or grandparent or any one of the same relatives of EMPLOYEE's spouse or domestic partner, EMPLOYEE shall be allowed thirty (30) hours of bereavement leave for each death of a family member. Bereavement leave must be used and deducted from the total allowed hours in increments of no less than five hours for time missed from normal work hours which for purposes of this section are deemed to be normal City operating hours. In the event of the death of a spouse or multiple family deaths occurring within a 24-hour period, EMPLOYEE shall be allowed forty (40) hours of total bereavement leave for this unfortunate event.

6.3 Cafeteria/Health & Welfare Benefits. EMPLOYEE shall be entitled to receive from the CITY an annual cafeteria benefit in an annual amount capped at Twenty Thousand Dollars ($20,000.00), for the purchase of health and welfare benefits under any approved plan provided by the CITY. Said contribution shall first be used to provide for health insurance for the EMPLOYEE. EMPLOYEE may use funds for any of the CITY's medical plans or, upon proof of coverage under another acceptable health plan as determined by the CITY's Human Resource Department, this amount may be taken as taxable income or converted to a 457 Plan or CITY sponsored Medical Savings Account. EMPLOYEE may increase the benefit annually using CPI or the average of all CITY health insurance premium increases as long as it stays within the maximum parameters established by City Council for department heads. EMPLOYEE

may elect to receive ninety-two and five-tenths percent (92.5%) of the balance in cash as CalPERS non-includable taxable income or converted to a 457 plan or CITY sponsored Medical Savings Account.

6.4 Retirement.

(a) Retirement Plan. EMPLOYEE will be enrolled in CITY's retirement plan with the California Public Employees' Retirement System (CalPERS), subject to the applicable benefit formula, terms and conditions provided in the contract between the CITY and CalPERS and also subject to applicable state law and regulations. It is the understanding of the Parties that Employee is a "Classic Member" under the Public Employees' Pension Reform Act of 2013 and will be covered by the 2.0% at 55 formula. In the event of any conflict between this Agreement and the CITY's CalPERS contract or the applicable laws and regulations, the latter shall prevail.

(b) Employee Contribution. EMPLOYEE shall be responsible for the full member contribution for EMPLOYEE's CalPERS retirement plan. There shall be no employer paid member contributions.

6.5 Automobile. EMPLOYEE shall receive Two Hundred Fifty Dollar ($250.000) per month as and for a car allowance for use of a personal vehicle in pursuit of recognized official duties.

6.6 CITY Flexible Spending Plan. EMPLOYEE is entitled to participate in the CITY's Flexible Spending Plan to the same extent as enjoyed by any other employee.

6.7 Life Insurance. In addition to the annual cafeteria benefit, the CITY will pay annual premiums for life insurance for EMPLOYEE with a benefit/coverage amount of One Hundred Fifty Thousand Dollars ($150,000.00) during EMPLOYEE's employment.

6.8 Business Equipment. The CITY will finance at no interest to EMPLOYEE the purchase of any job-related personal tools or equipment, such as a computer, cell phone, etc., that serve the professional development of EMPLOYEE. Such tools or equipment shall be approved in advance by the City Council at its sole discretion and the amount financed shall not exceed the value of one month's base salary of EMPLOYEE. Repayment to the CITY shall be made by payroll deductions until the amount loaned is completely repaid. The maximum period for repayment shall be two (2) years. Should EMPLOYEE terminate employment, then the remaining loan amount repayment shall be accelerated and become fully due and owing as of the termination date and may be deducted from any wages owed, including any severance payment to be made.

6.9 Bonding. CITY shall bear the full cost of any fidelity or other bonds required for EMPLOYEE under any law or CITY ordinance.

6.10 Education Pay. The CITY agrees to pay to EMPLOYEE the sum of Two Hundred and Seventy Five Dollars ($275.00) per month for a Master's Degree.

6.11 Eyewear/Eyecare Reimbursement. EMPLOYEE shall be entitled to reimbursement for expenses incurred and paid by EMPLOYEE and/or dependents in obtaining prescription eyewear or medical care from a licensed Optician, Optometrist or Ophthalmologist. Such amount is limited to a total for all expenses of Three Hundred Dollars ($300.00) every two years commencing on the date of this AGREEMENT. Thereafter, reimbursement will occur two years from the date of the previous reimbursement.

6.13 Utility Allowance. Should EMPLOYEE reside within the CITY limits, then EMPLOYEE shall be entitled to receive a utility credit in the amount of One Hundred Fifty Dollars ($150.00) per month against the cost of electric and water service during the period of such residency. In the event EMPLOYEE's spouse or a member of EMPLOYEE's household also is employed by the CITY and is eligible for this utility allowance, only one of either EMPLOYEE or EMPLOYEE's spouse or member of EMPLOYEE's household shall be eligible for such utility allowance.

6.14 Disability Program. EMPLOYEE agrees to pay the cost of membership in the CITY-approved short-term/ long-term disability insurance program. EMPLOYEE agrees that such premiums will be paid with after-tax dollars in order to maintain the tax-free benefit status to both the CITY and EMPLOYEE in the event benefits are paid. It is agreed between the Parties that in the event of disability, EMPLOYEE shall enjoy all the rights and privileges to which EMPLOYEE is entitled under state and federal law.

7.0 INDEMNIFICATION

To the extent mandated by the California Government Code, the CITY shall defend, hold harmless, and indemnify EMPLOYEE against any tort, professional liability, claim or demand, or other legal action arising out of an alleged act or omission occurring in the performance of EMPLOYEE's services under this AGREEMENT. This section shall not apply to any intentional tort or crime committed by EMPLOYEE, to any action outside the course and scope of EMPLOYEE's employment, or any other intentional or malicious conduct or gross negligence of EMPLOYEE.

8.0 OTHER TERMS – CONDITIONS OF EMPLOYMENT

8.1 The City Manager, in consultation with EMPLOYEE, shall establish any such other terms and conditions of employment as it may determine from time to time, provided such terms do not exceed the maximum salary and benefits approved by the City Council and are reduced to writing and signed by EMPLOYEE and the City Manager.

9.0 GENERAL PROVISIONS

9.1 Entire AGREEMENT. This AGREEMENT represents the entire AGREEMENT and understanding between the Parties and supersedes any and all other agreements and understandings, either oral or in writing, between the Parties with respect to EMPLOYEE's employment by the CITY and contains all of the covenants and agreements between the Parties with respect to such employment. No ordinances or resolutions of CITY governing employment, including the Personnel System, shall apply unless specified herein. Each Party to this AGREEMENT acknowledges that no representations, inducements, promises or agreements, orally or otherwise, have been made by either Party, or anyone acting on behalf of either Party, which are not embodied herein, and that no other agreement, statement or promises not contained in this AGREEMENT shall be valid or binding upon either Party.

9.2 Amendment. This AGREEMENT may be amended at any time by the mutual consent of the Parties by an instrument in writing, which amendment shall require City Council approval.

9.3 Notices. Any notice required or permitted by this AGREEMENT shall be in writing and shall be personally served or shall be sufficiently given when served upon the other Party as sent by United States Postal Service, postage prepaid and addressed as follows:

To CITY:	To EMPLOYEE:
City Manager City of Banning P.O. Box 998 Banning, California 92220	David Newell [On file with Human Resources Dept.]

Notices shall be deemed given as of the date of personal service or upon the date of deposit in the course of transmission with the United States Postal Service.

9.4 Conflicts Prohibited. During the term of this AGREEMENT, EMPLOYEE shall not engage in any business or transaction or maintain a financial interest which conflicts, or reasonably might be expected to conflict, with the proper discharge of EMPLOYEE's duties under this AGREEMENT. EMPLOYEE shall comply with all requirements of law, including but not limited to, Sections 87100 et seq., Section 1090 and Section 1126 of the Government Code, and all other similar statutory and administrative rules.

9.5 Effect of Waiver. The failure of either Party to insist on strict compliance with any of the terms, covenants, or conditions of this AGREEMENT by the other Party shall not be deemed a waiver of that term, covenant, or condition, nor shall any waiver or relinquishment of any right or power at any one time or times be deemed a waiver or relinquishment of that right or power for all or any other times.

9.6 Partial Invalidity. If any provision in this AGREEMENT is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.

9.7 Governing Law. This AGREEMENT shall be governed by and construed in accordance with the laws of the State of California, which are in full force and effect as of the date of execution and delivery by each Party hereto.

9.8 Government Code §§ 53243 - 53243.4. Assembly Bill 1344, which was subsequently enacted as Government Code §§ 53243 - 53243.4, sought to provide greater transparency in local government and institute certain limitations on compensation paid to local government executives. These statutes also require that contracts between local agencies and its employees include provisions requiring an employee who is convicted of a crime involving an abuse of his office or position to provide reimbursement to the local agency. These statutes are incorporated herein by reference. Accordingly, the Parties agree that it is their mutual intent to fully comply with these Government Code sections and all other applicable law as it exists as of the date of execution of this AGREEMENT and as such laws may be amended from time to time thereafter. Specifically, the following Government Code sections are called out and hereby incorporated by this AGREEMENT:

> §53243. Reimbursement of paid leave salary required upon conviction of crime involving office or position.
>
> §53243.1. Reimbursement of legal criminal defense upon conviction of crime involving office or position.

§53243.2. Reimbursement of cash settlement upon conviction of crime involving office or position.

§53243.3. Reimbursement of non-contractual payments upon conviction or crime involving office or position.

§53243.4. "Abuse of office or position" defined.

EMPLOYEE represents that EMPLOYEE has reviewed, is familiar with, and agrees to comply fully with each of these provisions if any of these provisions are applicable to EMPLOYEE, including that EMPLOYEE agrees that any cash settlement or severance related to a termination that EMPLOYEE may receive from the CITY shall be fully reimbursed to the local agency if EMPLOYEE is convicted of a crime involving an abuse of EMPLOYEE's office or position.

9.9 Independent Legal Advice. The CITY and EMPLOYEE represent and warrant to each other that each has received legal advice from independent and separate legal counsel with respect to the legal effect of this AGREEMENT, or had the opportunity to do so, and the CITY and EMPLOYEE further represent and warrant that each has carefully reviewed this entire AGREEMENT and that each and every term thereof is understood and that the terms of this AGREEMENT are contractual and not a mere recital. This AGREEMENT shall not be construed against the Party or its representatives who drafted it or who drafted any portion thereof.

IN WITNESS WHEREOF, the City of Banning has caused this AGREEMENT to be signed and executed on its behalf by its City Manager, and duly attested by its officers thereunto duly authorized, and EMPLOYEE has signed and executed this AGREEMENT.

CITY OF BANNING

Douglas Schulze, City Manager

EMPLOYEE

David Newell

APPROVED AS TO FORM:

Serita R. Young, City Attorney

CITY OF BANNING, CALIFORNIA

Community Development Director

Job Code: 3010
Salary Grade: 92

FLSA **[x] Exempt** **[ ] Non-Exempt**

JOB DEFINITION: Under policy direction, directs, manages and performs a variety of tasks associated with managing the City's planning and building and safety functions. The incumbent shall be appointed "at-will" and serve at the pleasure of the City Manager.

ESSENTIAL FUNCTIONS: *The following duties **ARE NOT** intended to serve as a comprehensive list of all duties performed by all employees in this classification. Shown are duties intended to provide a representative summary of the major duties and responsibilities. Incumbent(s) may not be required to perform all duties listed and may be required to perform additional, position-specific duties.*

REPRESENTATIVE DUTIES: Under general direction from the City Manager, the Community Development Director will plan, manage, direct, oversee and coordinate the activities of the Community Development Department including building and safety, planning, economic development, business development, urban redevelopment, housing programs; coordinates assigned activities with outside agencies and the general public; provides highly complex staff assistance to the City Manager. Exercises direct supervision over professional, technical and clerical personnel.

Evaluates land use proposals to ensure compliance with City, State and Federal laws and ordinances. Communicates with developers regarding the development process. Provides recommendations to developers regarding land use proposals. Monitors the architectural and engineering work on all development projects to ensure conformance with the Agency's development goals and the City's general plan. Directs the preparation of agenda items for the City Council, Planning Commission, and other committees, commissions, and boards involved in land use, development, and general planning activities.

Oversees, monitors and directs office operations of assigned staff. Prioritizes and assigns special projects. Interviews prospective employees. Hires and/or recommends hiring. Develops, identifies and implements new employee and on-going staff training. Assigns, tracks and reviews work assignments and progress. Reviews and approves the formal performance evaluation of assigned department staff. Develops and implements disciplinary actions for assigned staff.

Performs other duties as assigned or required.

KNOWLEDGE and SKILLS:

- Knowledge of applicable City, County, State and Federal statutes, rules, ordinances, codes, regulations, administrative orders, case law and other governing rules and regulations.
- Knowledge of the City's and the Department's policies and procedures.
- Knowledge of management and/or supervision principles.
- Knowledge of bookkeeping and/or accounting principles.
- Knowledge of land development and usage planning principles.
- Knowledge of zoning ordinance provisions.
- Knowledge of pertinent regulations including State Subdivision Map Act, CEQA, and SMARA.

- Skill in reading, understanding, interpreting and applying relevant city, county, state and Federal statutes, rules, ordinances, codes, regulations, administrative orders, case law and other governing rules and regulations.
- Skill in assessing and prioritizing multiple tasks, projects and demands.
- Skill in working within deadlines to complete projects and assignments.

(continued on reverse side)

- Skill in assessing, analyzing, identifying and implementing solutions to complex problems.
- Skill in establishing and maintaining effective working relations with co-workers, staff, vendors, contractors, visitors, the general public and others having business with the City of Banning.
- Skill in operating a personal computer utilizing a variety of software applications.

MINIMUM QUALIFICATIONS: A Bachelor's degree in Planning & Development, Management or closely related field **AND** ten (10) years of planning and development experience that includes five (5) years of management and/or supervision.

ADDITIONAL REQUIREMENTS: May be required to work outside the traditional work schedule.

PHYSICAL TASKS AND ENVIRONMENTAL CONDITIONS:

- Ability to work in a standard office environment; ability to travel to different sites and locations.
- Regularly required to talk or hear. Required to sit; stand; walk; use hands to finger, handle or feel; and reach with hands and arms.
- The employee is occasionally required to climb or balance and stoop, kneel, crouch, crawl, or twist; lift, drag and push files, reports or other materials.
- The employee must regularly lift and/or move up to ten (10) pounds, frequently lift and/or move up to twenty-five (25) pounds. Specific vision abilities required by this job include close vision, distance vision, color vision, peripheral vision, depth perception and ability to adjust focus.

RESOLUTION 2019-41

A RESOLUTION OF THE CITY OF BANNING, CALIFORNIA, APPROVING THE MAXIMUM COMPENSATION AND BENEFITS IN CERTAIN CITY DEPARTMENT DIRECTOR EMPLOYMENT CONTRACTS, PURSUANT TO SECTIONS 2.08.070(A) AND 2.08.090(C) OF THE BANNING MUNICIPAL CODE

WHEREAS, City of Banning Executive employees have updates to their compensation and benefits from time to time, in alignment with other City employees; including the Administrative Services Director/Deputy City Manager, Community Development Director, Community Services Director, Electric Utility Director, and Public Works Director (hereinafter collectively referred to as "Directors"); and

WHEREAS, the City Council has authority to enter into a Contract with the City Manager, pursuant to Banning Municipal Code § 2.08.070; and

WHEREAS, the City Manager has authority to enter into the Contracts with City Department Directors on behalf of the City, pursuant to Banning Municipal Code § 2.08.090; and

WHEREAS, Banning Municipal Code Sections § 2.08.070(A) and § 2.08.090(C) requires that the City Council approve, by resolution for City Manager and resolution or ordinance for directors, the maximum compensation and benefits expressly or impliedly included in the Contracts prior to their taking effect; and

WHEREAS, on or about January 9, 2018 the City Council of the City of Banning passed Resolution 2017-101, replacing Resolution 2016-112 and changing the maximum level of benefits and other compensation for Directors; and

WHEREAS, the City Council wishes to reclassify the Police Chief salary grade from grade one hundred (100) to salary grade one hundred and three (103), an annual salary increase of approximately thirteen thousand six hundred and thirty dollars ($13,630) as of the approval of the most recent Police Chief Contract effective January 9, 2019; and

WHEREAS, the City Council wishes to grant an annual cost of living adjustment (COLA) to Director salaries equivalent to the annual consumer price index for urban wage earners (CPI-W) from March to March of each year, with a minimum increase of one percent (1%) and a maximum increase of three percent (3%) each year, effective July 1st; and

WHEREAS, the City Council now desires to adopt an amended and restated resolution of salaries, compensation and benefits for Directors, which restates and replaces any and all pre-existing salary and compensation resolutions for the Directors, including, but not limited to, Council Resolution 2017-101.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The City Council hereby approves an annual COLA increase for Directors, as defined previously, in the amount equal to the March to March CPI-W with a minimum of one percent (1%) and a maximum of three percent (3%) of base salary, effective annually on July 1st with adoption of this resolution.

SECTION 2. The City Council hereby approves the Executive Department Director Compensation Table attached as Exhibit "A".

SECTION 3. The City Council hereby approves the maximum level of benefits and other compensation, not including salary, expressly or implied set forth in the Contracts, provided that such level of benefits and other compensation for each Executive Department Director shall not exceed the following levels:

A. Professional Development. Training as determined appropriate by the City Manager.

B. Paid Leave. Implementation of accrual caps will not result in loss of existing or vested leave balances as of the date of adoption of this resolution.

i. Sick Leave. 96 hours accrued annually with maximum accrual cap of 480 hours.

ii. Sick Leave Cash Out. 96 hours may be cashed out annually, provided a minimum balance of 40 hours remains in the sick leave bank at time of cash out. Any sick leave cash out request must be made no later than November 1st of each year, and payment of the cash out shall be made in the last check issued in November. Upon termination for any reason, employee shall be entitled to one hundred percent (100%) of the unused sick leave in the leave bank.

iii. Vacation Leave. 160 hours accrued annually with maximum accrual cap of 480 hours.

iv. Vacation Leave Cash Out. 80 hours may be cashed out annually provided a minimum balance of 80 hours remains in the vacation leave bank at time of cash out. Upon termination for any reason, employee shall be entitled to one hundred percent (100%) of the unused vacation leave in the leave bank.

v. Holiday Leave. Effective July 1st, 2017, Directors shall be entitled to the following holidays and paid 10 hours for each holiday :

New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day,

Thanksgiving, Day after Thanksgiving, Christmas Eve, Christmas, New Year's Eve, and One (1) floating holiday

vi. Holiday Leave Cash Out. Leave balances must be used during the fiscal year or they will be cashed out at the end of the fiscal year in June, or at termination for any reason.

vii. Executive Leave. 98 hours annual accrual with maximum accrual cap of 200 hours.

viii. Executive Leave Cash Out. 98 hours may be cashed out annually. Upon termination for any reason, employee shall be entitled to one hundred percent (100%) of the unused executive leave in the leave bank.

ix. Bereavement Leave. 30 hours annually with no accrual or carryover.

x. Promotional Payouts of Leave. Prior to implementation of a promotion to a higher ranking position, the City shall be entitled to cash out, at the Director's current pay rate at the time of said promotion, all vacation, holiday, comp time and executive leave in excess of 100 hours respectively .

C. Cafeteria/Health & Welfare Benefits. Effective the first pay period after July 1, 2018, this benefit for Director's shall be capped at $20,000 annually. However, the City Manager may increase the benefit annually using CPI or the average of all City health insurance premium increases. Directors may use funds for any of the City's medical plans or, upon proof of coverage under spouse's plan, this amount may be taken as taxable income or converted to a 457 Plan or City sponsored Medical Savings Account.

D. Retirement.

i. Miscellaneous and safety employees hired prior to January 1, 2013, remain at 2.5% @55 and 3% @ 50 CalPERS formulas respectively, with single highest year benefit.

ii. Beginning December 2012, the City implemented the 2% @ 60 formula for miscellaneous new hires and 2% @ 50 formula for safety new hires with average three years for calculation of final retirement benefit, which after January 1, 2013 shall only apply to new hires defined and determined by CalPERS to be "classic members."

iii. Beginning January 1, 2013, new hires defined by CalPERS as "new members" shall receive the newly created 2% @ 62 formula for miscellaneous employees and 2.7% @ 57 for safety employees,

with average of three years for calculation of final retirement benefit. (Mandated by the Public Employees' Pension Reform Act of 2013.)

iv. The Directors shall pay their full member contribution for their CalPERS retirement plan, from employee's pre-tax compensation.

E. Management Incentive. There shall be no salary management incentive.

F. Automobile Allowance. Directors shall receive $250.00 per month or the use of a take home City Vehicle as determined by the City Manager.

G. City Flexible Spending Plan. Directors may participate in same program made available to other employees.

H. Life Insurance. Directors shall be entitled to a $150,000.00 life insurance policy.

I. Uniforms. $0. The Police Chief shall receive $110 per month uniform allowance.

J. Business Equipment. The City hereby agrees to finance at no interest the purchase of any job-related tools or equipment that serve the professional development of the Director. Such tools and equipment shall be approved in advance by the City Manager. Repayment to the City by the Director shall be made by payroll deductions until the amount loaned is completely repaid. The maximum period for repayment shall be two (2 years). The amount shall be capped at the value of one month's salary. Should the Director terminate employment, then the remaining loan amount repayment shall be accelerated and become fully due and owing as of the termination date.

K. Bonding. The City shall bear the full cost of any fidelity or other bonds required for an employee under any law or ordinance.

L. Education Incentives. Directors may receive $275.00 maximum per month. The Police Chief may receive $450.00 per month.

M. Eyewear/Eye Care Reimbursement. Directors may receive $300.00 maximum every two fiscal years.

N. Disability Insurance. Directors shall pay the cost of membership in the short term and long term disability insurance programs selected by the City and Insurance/Benefits Advisory Committee.

O. FICA. Directors shall pay the employee's portion of the Federal Insurance Contributions Act tax and the City shall be responsible for payment of the employer's portion.

P. Other benefits. Directors shall be eligible to participate in employee paid benefit programs that may be offered from time to time.

Q. Performance Evaluations. Upon an annual satisfactory performance evaluation, Directors shall be granted an increase of a minimum of two steps or approximately five percent (5%), or such increase will be automatically implemented retroactive to the due date if employee's supervisor is thirty (30) days late on giving the evaluation to employee.

SECTION 4. Directors are entitled only to the level of salary and benefits contained in their respective Contract or this resolution if no contract exists.

SECTION 5. The position of Police Chief remains entitled to all protections and rights afforded under California law, including but not limited to those set forth in the Public Safety Officers Procedural Bill of Rights Act (Gov't Code 3300-3313).

SECTION 6. The Administrative Services Director is authorized to make the necessary budget adjustments as applicable.

SECTION 7. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 9th day of April 2019.

Arthur L. Welch, Mayor

ATTEST:

Daryl Betancur, Deputy City Clerk
City of Banning

APPROVED AS TO FORM AND LEGAL CONTENT:

Kevin G. Ennis, City Attorney
Richards, Watson & Gershon

CERTIFICATION:

I, Daryl Betancur, Deputy City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2019-41, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 9th day of April, 2019, by the following vote, to wit:

AYES: Happe, Peterson, Wallace, Andrade & Welch

NOES: None

ABSTAIN: None

ABSENT: None

Daryl Betancur, Deputy City Clerk
City of Banning, California

Exhibit "A"

Compensation Table

POSITION	SALARY GRADE
Administrative Services Director/Deputy City Manager	101
City Manager	113
Community Development Director	92
Community Services Director	92
Electric Utility Director	100
Police Chief	103
Public Works Director	100

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**A'ja Wallace,** **Lincoln Bogard, Administrative Services Director**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Consideration of Resolution 2024-148, Approving Amendment No. 1 to the Master Agreement (C00823) with Oracle America, Inc. for an Additional Amount of $45,610 for On Site Training and Additional Oracle Staff Resource Toward the ERP Implementation**

RECOMMENDATION:

Adopt Resolution 2024-148.

BACKGROUND:

The City of Banning has been using NaviLine as its enterprise resource planning (ERP) system software since 2003. A more modern cloud-based solution is greatly needed for financial operations and reporting purposes. To ensure that the City has the best software and pricing, numerous cloud-based ERP financial systems were evaluated to include: OpenGov, Tyler Munis, Central Square, Springbrook, Caselle, etc. Of these platforms, Oracle NetSuite for Governments was deemed the best value. NetSuite is a comprehensive, yet highly scalable ERP platform, designed to cater to expanding organizations such as the City. The tools and features provided ease in processing billing, inventory, review, and financial management along with other administrative office tasks. The software allows for departments to have a clear view of their key performance indicators (KPI) along with the organization wide KPI's. NetSuite platform also provides analytics and reporting through real time visibility and business intelligence. Overall, business productivity can be improved, as the system can integrate different departments to work closely together inside a single platform. After several weeks of review and comparison, Staff has evaluated and recommend Oracle's NetSuite for Governments software as the best overall value to the City. On March 14, 2023, the City approved Resolution 2023-48 for the Master Agreement with Oracle America, Inc. for a new ERP System (Software as a Service Subscription) as the City's Financial system.

JUSTIFICATION:

Oracle America, Inc. Amendment No. 1 in the amount of $45,610.00 will be funded using ARPA implementation funds. If approved, the total contract amount with Oracle America, Inc. (C00823) will be amended to a not-to-exceed amount of $696,330.00 (including implementation costs) over a five year contract term.

FISCAL IMPACT:

Funding will be ARPA implementation funds.

ALTERNATIVES:

Do not adopt Resolution 2024-148 and provide alternative direction to staff.

BUDGETED?:
Yes

CONTRACT/AGREEMENT:
Yes

ATTACHMENTS:
1. Resolution 2024-148, Oracle Amendment No 1.docx
2. Oracle Change Order-Amendment No. 1.pdf
3. Executed Contract- C00823 -Oracle America, Inc.
4. Resolution No. 2023-048.pdf

RESOLUTION 2024-148

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, APPROVING AMENDMENT NO. 1TO THE MASTER AGREEMENT (C00823) WITH ORACLE AMERICA, INC. FOR AN ADDITIONAL AMOUNT OF $45,610 FOR ON SITE TRAINING AND ADDITIONAL ORACLE STAFF RESOURCE TOWARD THE ERP IMPLEMENATATION

WHEREAS, the City of Banning ("City") utilizes Naviline, a financial ERP system for financial reporting and it necessary to replace the software; and

WHEREAS, Staff evaluated and compared several ERP financial systems to assure the best software and pricing, and recommends procuring Oracle NetSuite ERP software; and

WHEREAS, the City Council adopted Resolution 2024-48 on March 14, 2023, approving a five year term contract with Oracle America, Inc.; and

WHEREAS, the Master Agreement is for Oracle's NetSuite ERP software subscription for a ten-year term, approving the first five years with an annual cost of $70,194. In addition, an initial implementation cost has been estimated in the amount of $299,750. The five-year total not to exceed amount is $650,720; and

WHEREAS, Oracle provided a proposal in the amount of $345,360.00 ($45,610.00 more than the original $299,750.00) to provide additional training services; and

WHEREAS, if approved the new not-to-exceed contract amount will be $696,330.00; and

WHEREAS, Amendment No. 1 to the Oracle America, Inc. contract in the amount of $45,610 will be funded from ARPA funds.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The City Council approves the Amendment No. 1 with Oracle America, Inc. for an additional amount of $45,610.00 for additional training services toward the implementation.

SECTION 2. The City Council authorizes the City Manager, or designee to make necessary non-substantive changes to Amendment No. 1, and to execute said Amendment.

SECTION 3. The City Council authorizes the City Manager, or designee, to make necessary budget adjustments, appropriations, and transfers related to Resolution 2024-XXX.

SECTION 4. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 10th day of September 2024.

Alberto Sanchez, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

Serita R. Young, City Attorney
Richards, Watson & Gershon

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2024-148, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 10th day of September 2024 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

EXHIBIT A
Oracle Change Order Proposal

ORDERING DOCUMENT
AMENDMENT TWO

Your Name:	City of Banning	Oracle America, Inc.
Your Address:	99 E. Ramsey Street Banning, CA 92220	500 Oracle Parkway Redwood Shores, CA 94065

This amendment ("Amendment Two") amends the order identified below and all amendments thereto (the "order") between You and Oracle America, Inc.("Oracle").

Offer Valid through: 31-MAY-2024.

A. AMENDMENT DETAILS

You and Oracle agree to amend the order as follows:

1. **US-14602761**

   a. Delete the existing Services table in its entirety and replace with the following:

Services	Reference	Fees	Estimated Expenses	Total Fees and Estimated Expenses
Time and Materials Services	Exhibit 1	$249,750.00	$50,000.00	$299,750.00
Time and Materials Services	ODA1 – Exhibit 1	$47,000.00	($47,000.00)	$0.00
Time and Materials Services	ODA2 – Exhibit 1	$40,610.00	$5,000.00	$45,610.00
Total Fees and Estimated Expenses		$337,360.00	$8,000.00	**$345,360.00**

2. **Exhibit Number:** 1

   a. Section 1. Description of Services – In the first sentence, delete the reference to "two hundred forty-one (241) person days" and replace with "two hundred seventy-four (274) person days".

   b. Section 1.A.3.c. – Delete this subsection in its entirety and replace with the following:

      "c. Provide You up to nine (9) person days over the course of three (3) weeks to assist with user acceptance testing ("UAT")."

   c. Section 1.A.3. Refine Phase – Append the following immediately to the end of this section:

      "d. Provide up to thirty-two (32) hours over the course of one (1) week to assist with onsite end user training.
      e. Provide up to forty (40) hours of onsite process testing assistance over the course of one (1) week."

   d. Section 1.A.4.b. – In this subsection, delete the reference to "eight (8) person days" and replace with "thirteen (13) person days".

   e. Section 2.B. Rates – Delete the first sentence and replace it with the following:

      "For a period of twenty-four (24) months from the ordering document effective date, the Services will be provided at the rate of $153.83 per hour."

   f. Section 4. Your Cooperation – Append the following item immediately to the end of this section:

      "R. Determine which processes should be covered during the onsite end user training.
      S. Schedule all required users in the end user training sessions."

   g. Section 5.H.14. – Delete this subsection in its entirety and replace with the following:

"14. Post-production Services exceeding thirteen (13) person days, or thirty (30) calendar days after go-live, whichever comes first."

B. ADDITIONAL TERMS

In the event of any inconsistencies between the order and this Amendment Two, this Amendment Two shall take precedence. Subject to the modifications herein, the order shall remain in full force and effect.

City of Banning:	**Oracle America, Inc.:**
Authorized Signature: _____	Authorized Signature: _____
Name: _____	Name: _____
Title: _____	Title: _____
Signature Date: _____	Signature Date: _____

Amendment Effective Date: _____ *{to be completed by Oracle}*

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NASPO ValuePoint

PARTICIPATING ADDENDUM

CLOUD SOLUTIONS 2016-2026

Led by the State of Utah

Master Agreement #: AR2487

Contractor: **ORACLE AMERICA, INC.**

Participating Entity: **CITY OF BANNING, CALIFORNIA**

Oracle America, Inc. ("**Oracle**") and the State of Utah, Division of Purchasing, are parties to that certain NASPO ValuePoint Master Agreement for Cloud Solutions, effective March 1, 2017 (contract # AR2487, the "**Master Agreement**"). This Participating Addendum (this "**Addendum**" or "**PA**") to the Master Agreement is between Oracle, as Contractor, and the City of Banning, California (the "**Participating Entity**"). Capitalized terms used but not otherwise defined herein shall have the meanings ascribed to them in the Master Agreement.

The following products or services are included in this contract portfolio:

The Oracle Cloud Services product lines listed on Attachment B of the Master Agreement, that are commercially available at the time of the order.

Master Agreement Terms and Conditions:

1. Scope: This addendum covers ***Cloud Solutions*** led by the State of Utah for use by the Participating Entity.

2. Participation: The Participating Entity may order Services from Oracle in accordance with the terms and conditions of this Addendum.

   By placing an Order under this Addendum, the Purchasing Entity agrees to be bound by the terms and conditions of this Addendum, including the Master Agreement. The Purchasing Entity shall be responsible for its compliance with and breach(es) of such terms and conditions.

   The Participating Entity hereby represents and warrants that it is authorized to utilize the Master Agreement and this Addendum and that it has received written authorization/approval from the State of California's Chief Procurement Official.

3. Term: Orders may be placed under this Addendum for the period commencing upon the Effective Date (as defined below) and ending on the earliest of (i) September 15, 2026, (ii) the date of expiration or termination of the Master Agreement, or (iii) the date of expiration or termination of this Addendum.

4. Primary Contacts: The primary contact individuals for this Participating Addendum are as follows (or their named successors):

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Contractor

Name:	Oracle America Inc.
Address:	500 Oracle Parkway, Redwood Shores, CA 94065
Telephone:	703-364-0282
Fax:	
Email:	Elizabeth.hwang@oracle.com

Participating Entity

Name:	City of Banning, California
Address:	99 E. Ramsey Street
Telephone:	951-922-3118
Fax:	
Email:	lbogard@banningca.gov

5. Participating Entity Modifications Or Additions To The Master Agreement

These modifications or additions apply only to actions and relationships with the Participating Entity.

Participating Entity must check one of the boxes below.

[X] No changes to the terms and conditions of the Master Agreement are required.

[___] The following changes are modifying or supplementing the Master Agreement terms and conditions.

6. Resellers: No Resellers are eligible to resell Services to the Purchasing Entity under this Addendum.

7. Orders:
   a. Any Order placed by the Purchasing Entity for Services available under the Master Agreement and this Addendum shall be deemed to be a sale under (and governed by the prices and other terms and conditions of) the Master Agreement and this Addendum, unless the parties to the Order agree in writing that another contract or agreement applies to such Order.

   b. After the contents of an ordering document have been mutually agreed upon, Oracle and the Purchasing Entity shall sign the ordering document and payments shall be submitted in accordance with such ordering document and applicable Oracle invoice.

8. Entire Agreement:
   a. Notwithstanding anything to the contrary set forth in the Master Agreement, by placing an order under this Addendum, the Purchasing Entity agrees that this Addendum and any information that is incorporated by written reference into this Addendum or the applicable

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ordering document (including reference to information contained in a URL or referenced policy), together with the applicable ordering document, are the complete agreement for the Services ordered by the Purchasing Entity and supersede all prior or contemporaneous agreements or representations, written or oral, regarding such Services.

b. It is expressly agreed that the terms of this Addendum and any Oracle order shall supersede the terms in any purchase order, procurement internet portal or any other similar non-Oracle document and no terms included in any such purchase order, portal or other non-Oracle document shall apply to the Services ordered.

IN WITNESS WHEREOF, the parties have executed this Addendum as of the date of execution by both parties below.

Participating Entity: **City of Banning, California**	Contractor: **Oracle America, Inc.**
Signature: DocuSigned by: 0AD14BA217CE497...	Signature: DocuSigned by: 678136064A374EB...
Name: Doug Schulze	Name: Elizabeth Hwang
Title: City Manager	Title: Director, Pub Sect DMgmt
Date: 3/16/2023	Date: 3/15/2023

Effective Date of this Addendum: 3/16/2023

RESOLUTION 2023-48

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, APPROVING THE MASTER AGREEMENT (C00823) WITH ORACLE AMERICA, INC. ("ORACLE") FOR A NEW ENTERPRISE RESOURCE PROGRAM SOFTWARE AS A SERVICE SUBSCRIPTION FOR THE CITY'S FINANCE PROGRAM

WHEREAS, the City of Banning ("City") utilizes Naviline, a financial ERP system for financial reporting and it necessary to replace the software; and

WHEREAS, several ERP financial systems were evaluated and compared to assure the best software and pricing, Staff recommends procuring Oracle NetSuite ERP software; and

WHEREAS, the Master Agreement is for Oracle's NetSuite ERP software subscription for a ten-year term, approving the first five years with an annual cost of $70,194. In addition, an initial implementation cost has been estimated in the amount of $299,750. The five-year total not to exceed amount is $650,720.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The City Council approves the Master Agreement (C00823) with Oracle America, Inc. for the implementation and software subscription of the NetSuite ERP program for a ten-year term, approving the first five years with an annual cost of $70,194. In addition, an initial implementation cost has been estimated in the amount of $299,750 for a combined five-year total not to exceed amount is $650,720.

.

SECTION 2. The City Manager is authorized to execute the Master Agreement (C00823), with Oracle and to make necessary budget adjustments, appropriations and transfers related to this Master Agreement; and

SECTION 3. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 14th day of March 2023.

Alberto Sanchez, Mayor
City of Banning

ATTEST:

Caroline Patton, Deputy City Clerk
City of Banning

APPROVED AS TO FORM AND LEGAL CONTENT:

Serita R. Young, City Attorney
Richards, Watson & Gershon

CERTIFICATION:

I, Caroline Patton, Deputy City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2023-48, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 14th day of March 2023 by the following vote, to wit:

AYES: Flynn, Gonzales, Minjares, Sanchez, and Wallace.

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Deputy City Clerk
City of Banning, California

EXHIBIT A
Oracle for Governments Contract

NASPO ValuePoint

PARTICIPATING ADDENDUM

CLOUD SOLUTIONS 2016-2026

Led by the State of Utah

Master Agreement #: AR2487

Contractor: **ORACLE AMERICA, INC.**

Participating Entity: **CITY OF BANNING, CALIFORNIA**

Oracle America, Inc. ("**Oracle**") and the State of Utah, Division of Purchasing, are parties to that certain NASPO ValuePoint Master Agreement for Cloud Solutions, effective March 1, 2017 (contract # AR2487, the "**Master Agreement**"). This Participating Addendum (this "**Addendum**" or "**PA**") to the Master Agreement is between Oracle, as Contractor, and the City of Banning, California (the "**Participating Entity**"). Capitalized terms used but not otherwise defined herein shall have the meanings ascribed to them in the Master Agreement.

The following products or services are included in this contract portfolio:

The Oracle Cloud Services product lines listed on Attachment B of the Master Agreement, that are commercially available at the time of the order.

Master Agreement Terms and Conditions:

1. Scope: This addendum covers ***Cloud Solutions*** led by the State of Utah for use by the Participating Entity.

2. Participation: The Participating Entity may order Services from Oracle in accordance with the terms and conditions of this Addendum.

   By placing an Order under this Addendum, the Purchasing Entity agrees to be bound by the terms and conditions of this Addendum, including the Master Agreement. The Purchasing Entity shall be responsible for its compliance with and breach(es) of such terms and conditions.

   The Participating Entity hereby represents and warrants that it is authorized to utilize the Master Agreement and this Addendum and that it has received written authorization/approval from the State of California's Chief Procurement Official.

3. Term: Orders may be placed under this Addendum for the period commencing upon the Effective Date (as defined below) and ending on the earliest of (i) September 15, 2026, (ii) the date of expiration or termination of the Master Agreement, or (iii) the date of expiration or termination of this Addendum.

4. Primary Contacts: The primary contact individuals for this Participating Addendum are as follows (or their named successors):

Contractor

Name:	Oracle America Inc.
Address:	500 Oracle Parkway, Redwood Shores, CA 94065
Telephone:	703-364-0282
Fax:	
Email:	Elizabeth.hwang@oracle.com

Participating Entity

Name:	City of Banning, California
Address:	99 E. Ramsey Street
Telephone:	951-922-3118
Fax:	
Email:	lbogard@banningca.gov

5. Participating Entity Modifications Or Additions To The Master Agreement

These modifications or additions apply only to actions and relationships with the Participating Entity.

Participating Entity must check one of the boxes below.

[X] No changes to the terms and conditions of the Master Agreement are required.

[___] The following changes are modifying or supplementing the Master Agreement terms and conditions.

6. Resellers: No Resellers are eligible to resell Services to the Purchasing Entity under this Addendum.

7. Orders:
   a. Any Order placed by the Purchasing Entity for Services available under the Master Agreement and this Addendum shall be deemed to be a sale under (and governed by the prices and other terms and conditions of) the Master Agreement and this Addendum, unless the parties to the Order agree in writing that another contract or agreement applies to such Order.

   b. After the contents of an ordering document have been mutually agreed upon, Oracle and the Purchasing Entity shall sign the ordering document and payments shall be submitted in accordance with such ordering document and applicable Oracle invoice.

8. Entire Agreement:
   a. Notwithstanding anything to the contrary set forth in the Master Agreement, by placing an order under this Addendum, the Purchasing Entity agrees that this Addendum and any information that is incorporated by written reference into this Addendum or the applicable

ordering document (including reference to information contained in a URL or referenced policy), together with the applicable ordering document, are the complete agreement for the Services ordered by the Purchasing Entity and supersede all prior or contemporaneous agreements or representations, written or oral, regarding such Services.

b. It is expressly agreed that the terms of this Addendum and any Oracle order shall supersede the terms in any purchase order, procurement internet portal or any other similar non-Oracle document and no terms included in any such purchase order, portal or other non-Oracle document shall apply to the Services ordered.

IN WITNESS WHEREOF, the parties have executed this Addendum as of the date of execution by both parties below.

Participating Entity: **City of Banning, California**	Contractor: **Oracle America, Inc.**
Signature:	Signature:
Name:	Name:
Title:	Title:
Date:	Date:

Effective Date of this Addendum: _____

ORACLE

PROFESSIONAL SERVICES ORDERING DOCUMENT

Ordering Document Number: US-14602761

Oracle America, Inc. 500 Oracle Parkway Redwood Shores, CA 94065		**Your Name:** **Your Address:**	City of Banning 99 E. Ramsey Street Banning, CA 92220

Oracle Representative:	Scott Weir	**Your Billing Contact:**	Lincoln Bogard
Address:	17901 Von Karman Ave #800 Irvine, CA 92612	**Address:**	99 E. Ramsey Street Banning, CA 92220
Phone Number:	562-370-3384	**Phone Number:**	951-922-3118
Email Address:	scott.weir@oracle.com	**Email Address:**	lbogard@banningca.gov

You have ordered the Services listed in the table below and detailed in the attached exhibit(s), which are incorporated herein by reference.

Services	Reference	Fees	Estimated Expenses	Total Fees and Estimated Expenses
Time and Materials Services	Exhibit 1	$249,750.00	$50,000.00	$299,750.00
			Total Fees and Estimated Expenses	**$299,750.00**

A. TERMS

1. **Applicable Master Agreement:** NASPO ValuePoint Master Agreement US-GMA-1301562 (AR2487) by and between Oracle America, Inc. ("Oracle") and the State of Utah, as the lead state, and the Participating Addendum US-GMA-1301562 (AR2487)_PA_City of Banning by and between Oracle and the City of Banning, California (collectively, the "Master Agreement").

2. **Professional Services Delivery Policies:** The Oracle Professional Services Delivery Policies ("Policies") available at https://www.oracle.com/a/ocom/docs/corporate/professional-services-delivery-policies.pdf apply to and are incorporated into this order.

3. **Payment Terms:** Net 30 days from invoice date.

4. **Currency:** US Dollars.

5. **Offer Valid through:** 31-MAY-2023.

6. **Service Specifications:** The Service Specifications shall include any exhibit(s) attached to this order (including referenced or incorporated Oracle documents) and the Policies.

7. **Order of Precedence:** In the event of any inconsistencies, priority shall be established in the following descending order: (a) any exhibit(s) attached to this order; (b) this order; (c) the Policies; and (d) the Master Agreement.

8. **Rights Granted:** Upon payment, You have the non-exclusive, non-assignable, royalty-free, worldwide, limited right to use the services and anything developed and delivered by Oracle under this order ("services and deliverables") for Your internal business operations. You may allow Your agents and contractors to use the services and deliverables for Your internal business operations, and You are responsible for their compliance in such use. The services and deliverables may be related to Your right to use cloud or hosted/managed services or Products owned or distributed by Oracle which You acquired under a separate order. The agreement referenced in that order shall govern Your use of such services or Products, and nothing in this order is intended to grant a right to use such services or Products in excess of the terms of that order, such as the services period or number and type of

environments specified in a cloud or hosted/managed service order.

You retain all ownership and intellectual property rights to Your confidential and proprietary information that You provide to Oracle under this order.

B. ADDITIONAL ORDER TERMS

1. When services will be performed on-site at customer location in the US, as required by US Department of Labor regulations (20 CFR 655.734), You will allow Oracle to post a notice regarding Oracle H-1B employee(s) at the work site prior to the employee's arrival on-site.

City of Banning	**Oracle America, Inc.**
Authorized Signature: _____	Authorized Signature: _____
Name: _____	Name: _____
Title: _____	Title: _____
Signature Date: _____	Signature Date: _____
Ordering Document Effective Date: _____	*{to be completed by Oracle}*

Your Name: City of Banning
Ordering Document Number: US-14602761
Exhibit Number: 1

1. Description of Services.
Oracle will provide You with up to two hundred three (203) person days of technical and functional Services to assist with the cloud enablement of Oracle NetSuite for Government Cloud Service.

A. Oracle will assist You in the following phases:

1. Engage Phase:
   a. Conduct one (1) project kick-off workshop for up to two (2) hours for Your project team to review the project governance processes including:
      1. Scope management;
      2. Risk management;
      3. Issue management;
      4. Communications management;
      5. Configuration management;
      6. Quality management; and
      7. Create a getting started guide.
   b. Create and provide an initial project work plan, which will include the following:
      1. Tasks; estimated start and end dates, and estimated durations;
      2. Assigned resources from You and Oracle; and
      3. Known dependencies.
   c. Conduct one (1) workshop for up to two (2) hours for Your project team to review the welcome packet which includes:
      1. Data conversion plan;
      2. Integration plan; and
      3. Communications plan.
   d. Conduct one (1) workflow process review session for up to two (2) hours to review Your existing processes and make recommendations on NetSuite for Government processes to adopt.
   e. Conduct one (1) initial data migration strategy session for up to four (4) hours to review the data collection process and gather the foundational aspects of Your data from Your legacy software (such as cost centers, accounts, projects, grants, customer users, and vendors).
   f. Conduct up to five (5) integration scope and planning sessions of up to four (4) hours each to review:
      1. In-scope third-party application integrations;
      2. Integration type desired (e.g., comma separated value ["CSV"] import/export, application programming interfaces,);
      3. Frequency of integration desired (e.g., daily, weekly, real-time); and
      4. Data points to be integrated from the source platform.

2. Focus Phase:
   a. Conduct up to six (6) "Data Migration Workshops" for up to four (4) hours each for Your project team to review the following processes:
      1. Chart of accounts ("COA") setup and fund management;
      2. Entity setup;
      3. Account balances;
      4. Historical data;
      5. Current fiscal year data import; and
      6. Fixed assets.
   b. Assist with the loading of up to five (5) years of your historical data.
   c. Conduct up to five (5) "Configuration Workshops" for up to four (4) hours each for Your project team to review the following processes:
      1. System administration;

2. Planning and budgeting;
3. Integrations;
4. Analytics and reports; and
5. Workflows and automation.

d. Configure NetSuite for Government environment based upon requirements gathered from the workshops.
e. Provide guidance on configuring data exports to Your NetSuite for Government environment and provide results of the data load for the following third-party applications:
   1. OpenGov Budgeting & Transparency;
   2. OpenGov Procurement;
   3. ResourceX;
   4. Docusign; and
   5. MyCOI.
f. Configure integration to NetSuite for Government from the following third-party applications:
   1. Milsoft Customer Information System ("CIS");
   2. SmartGov;
   3. Cartegraph Enterprise Asset Management ("EAM");
   4. Nobel Enterprise Asset Management ("EAM"); and
   5. HdL Business License and Transient Occupancy Tax.

3. Refine Phase:
   a. Provide up to three (3) functional training sessions of up to four (4) hours each for Your project team on the Oracle NetSuite for Government application.
   b. Create a testing plan with You.
   c. Provide You up to three (3) person days over the course of two (2) weeks to assist with user acceptance testing ("UAT").

4. Go-Live Phase:
   a. Assist with cutover tasks to move from Your legacy system to production NetSuite for Government environment.
   b. Provide up to eight (8) person days of consulting post go-live support to be used within the first thirty (30) calendar days immediately following production go-live.
   c. Facilitate the transition from Your implementation team to the Oracle NetSuite for Government support team.

2. Rates, Estimated Fees and Expenses, and Taxes.
   A. The Services are performed on a time and materials ("T&M") basis; that is, You shall pay Oracle for the actual time spent performing the Services, plus materials, taxes, and expenses.

   B. Rates. For a period of one (1) year from the ordering document effective date, the Services will be provided at the rate of $153.83 per hour. Thereafter, unless otherwise agreed by You and Oracle in an amendment, the Services will be provided at Oracle's consulting rates in effect when the Services are performed.

   C. Estimated Fees and Expenses. All fees and expenses will be invoiced monthly. The fee and expense estimates specified in Your order are intended only to be for Your budgeting and Oracle's resource scheduling purposes, and may exceed the specified totals; these estimates do not include taxes. Once fees for Services reach the estimate, Oracle will cooperate with You to provide continuing Services on a T&M basis.

3. Project Management. You and Oracle each agree to designate a project manager who shall work together to facilitate an efficient delivery of the Services.

4. Your Cooperation.
   A. Prior to the commencement of Services, designate and identify a project sponsor and a project manager that will be responsible for coordinating Your participation in this project and provide on-going support for Your implementation of the NetSuite instance. Responsibilities include but are not limited to:
      1. Provide user feedback during configuration and validation.

2. Be available as needed during the project to answer Oracle's questions, provide business decisions and other items as required.
3. Provide on-going support to internal users following the implementation.

B. Enable administrator access to allow provisioning of Your Oracle NetSuite for Government instance prior to the commencement of Services.
C. Modify Your processes as necessary to align with the standard functionality of the Oracle NetSuite for Government Cloud Service.
D. You are responsible for planning, executing, and managing all aspects of end-to-end and final reviews, including customizing the Oracle provided templates to prepare and execute test cases and plans and reviewing test results.
E. You will accept Oracle NetSuite release upgrades.
F. You will not film or record Oracle's delivery of Services, Oracle resources, or any Oracle materials.
G. Complete and return the questionnaire in the Oracle NetSuite for Government Welcome Packet to your Oracle Project Manager prior to the project kick-off workshop.
H. Ensure Your existing procedure and business process documentation is made available to Oracle at least two (2) weeks prior to the Configuration Workshop.
I. Notify Oracle within two (2) business days about any inaccuracies or incomplete information in project documentation provided by Oracle to You.
J. Ensure that Your designated Learning Cloud Support passholder training attendee(s) are completing any implementation training courses assigned to them by the Oracle team in the timeline specified as mutually agreed between You and receive from the Oracle at the start of the implementation.
K. Develop any necessary end-user documentation, including, but not limited to, documenting specific business practices, data examples and organization/end-user specific policies and procedures.
L. Be responsible for extracting the data from your legacy system(s), providing it in the format specified by Oracle, and assisting Oracle resources to complete data cleansing and mapping within three (3) weeks from the project kickoff workshop. Data to be migrated includes the following:
    1. List data;
    2. Transaction detail from first fiscal year being migrated through most recent audited fiscal year; and
    3. Account balances for each fiscal year being migrated.
M. Validate the final list data and transactional data within two (2) weeks from data upload.
N. Provide customer audited data for data migration, including historical years up through the most recent audited fiscal year.
O. Implement and maintain the production and consumption of the file-based interfaces with Your existing systems.
P. Manage the post-production maintenance and support of Your Oracle NetSuite for Government instance.

5. Project Assumptions.
    A. A person day is defined as one (1) resource working up to eight (8) hours.
    B. The implementation methodology for the Services is the Oracle True Cloud Method ("TCM").
    C. All project documentation, presentations, and project communication will be in U.S. English.
    D. Oracle staffing will be all onshore, will be shared with other projects, and will work remotely as much as possible.
    E. Normal working hours are 8:00 AM to 5:00 PM, in the time zone local to where Services are performed, Monday through Friday excluding holidays.
    F. The Oracle NetSuite for Government standard chart of accounts segmentation structure will be used as a default segmentation with localization as required.
    G. Data migration includes the loading of up to five (5) years of Your pre-formatted historical general ledger journal entries and transactional data for the fiscal year of go-live only.
    H. The following, among other items not set forth herein and without limitation, are not included within the scope of, or estimated fees for, the Services to be performed under this order:
        1. Performance testing, tuning, or any management of performance.
        2. Testing beyond the activities described in this exhibit.
        3. Customizations to Oracle NetSuite for Government.
        4. Oracle Cloud subscription services other than NetSuite for Government.
        5. Languages other than U.S. English.
        6. Integrations or data conversions beyond what is explicitly described in this exhibit.
        7. Cloud middleware, database, operating and other hardware activities.
        8. Oracle transactional business intelligence training.

9. Complex business processing or orchestration related to integrations.
10. Transformations or data mapping of elements.
11. Additional workforce structures for future use, expansion, or acquisitions.
12. Extensions, customizations, or custom reports.
13. Localizations other than those made to the chart of accounts structure.
14. Post-production Services exceeding three (3) person days, or thirty (30) calendar days after go-live, whichever comes first.
15. Anything not expressly listed in the Description of Services.

I. Except to the extent expressly stated in the Description of Services section of this document, the use of the terms "integrate" and "integration" throughout this document is not intended to mean that Oracle will ensure (i) the physical or functional integration of Oracle products with external legacy systems, third party products and/or other software applications; (ii) the functioning of Oracle products as a coordinated whole with such external legacy systems, third party products and/or other software applications; or (iii) any non-standard integration between Oracle products. Rather, the terms are used to refer to the overall concept of data exchange between the Oracle products and other systems, products or applications identified in this document, and may include interfacing and/or other methods of integration or interoperation as described in the Description of Services section of this document.

ORACLE

ORDERING DOCUMENT

Oracle America, Inc.
500 Oracle Parkway
Redwood Shores, CA
94065

Name	City of Banning	**Contact**	Lincoln Bogard
Address	99 E. Ramsey Street Banning CA 92220	**Phone Number**	+1 (951) 922-3118
		Email Address	lbogard@banningca.gov

New Subscription

Service Period: 60 months					
Cloud Services	**Data Center Region**	**Quantity**	**Term**	**Unit Net Price**	**Net Fee**
B94583 - Oracle NetSuite for Government Cloud Service, Standard Edition - Hosted Environment	NORTH AMERICA	1	60 mo	4,200.00	252,000.00
B94584 - Oracle NetSuite for Government Cloud Service, Additional General User - Hosted Named User	NORTH AMERICA	49	60 mo	24.50	72,030.00
B94587 - Oracle NetSuite for Government Cloud Service, Additional Planning and Budgeting User - Hosted Named User	NORTH AMERICA	3	60 mo	60.00	10,800.00
B94592 - Oracle NetSuite for Government Cloud Service, Sandbox Environment - Each	NORTH AMERICA	1	60 mo	249.50	14,970.00
B94594 - Oracle NetSuite for Government Cloud Service, Additional 10GB File Cabinet Storage - Each	NORTH AMERICA	1	60 mo	19.50	1,170.00
			Subtotal		350,970.00

Fee Description	**Net Fee**
Cloud Services Fees	350,970.00
Net Fees	350,970.00
Total Fees	350,970.00

A. Terms of Your Order

1. Applicable Agreement:

a. NASPO Cloud Master Agreement US-GMA-1301562 (AR2487)

This ordering document incorporates by reference the NASPO ValuePoint Master Agreement US-GMA-1301562 (AR2487) by and between Oracle America, Inc. ("Oracle") and the State of Utah, as the lead state, and the Participating Addendum US-GMA-1301562 (AR2487)_PA_City of Banning by and between Oracle and the City of Banning, California (collectively, the "Agreement").

2. Cloud Payment Terms:

a. Net 30 days from invoice date

3. Cloud Payment Frequency:

a. Quarterly in Arrears

4. Currency:

a. US Dollars

5. Offer Valid through:

a. 31-May-2023

6. Service Specifications

a. The Service Specifications applicable to the Cloud Services and the Consulting/Professional Services ordered may be accessed at http://www.oracle.com/contracts.

7. Services Period

a. The Services Period for the Services commences on the date stated in this order. If no date is specified, then the "Cloud Services Start Date" for each Service will be the date that you are issued access that enables you to activate your Services, and the "Consulting/Professional Services Start Date" is the date that Oracle begins performing such services.

B. Additional Order Terms

1. Non-Appropriation

In the event funds are not appropriated for a new fiscal year period, You may terminate this order immediately without penalty or expense; provided, however, that: (a) for each of the 12-month terms of the order, You must provide a purchase order, and (b) Your issuance of each 12-month purchase order shall signify to Oracle that all funds for the given 12-month term have been fully appropriated and encumbered. Notwithstanding the foregoing, You agree to pay for all services performed by Oracle prior to Oracle's receipt of Your notice of non-appropriation.

2. No Auto-Renewal

Notwithstanding any statement to the contrary in the Service Specifications, the parties expressly agree that the Services acquired under this order will not Auto-Renew.

3. Agreement Execution

You acknowledge and agree that the terms and conditions of this order are contingent upon Your prior or simultaneous execution of the Agreement referenced above.

4. Price Hold

For a period of 12 months from the Cloud Services Start Date of this order, You may order the Cloud Services specified below at a discounted rate of 50% off the then current price, provided the Cloud Services are available in production release when ordered.

Part Name	Part Number	Metric	Discount
Oracle NetSuite for Government Cloud Service, Payroll	B95922	5 Employees	50%

City of Banning	
Signature	_____
Name	_____
Title	_____
Signature Date	_____

BILL TO / SHIP TO INFORMATION

Bill To		**Ship To**	
Customer Name	City of Banning	**Customer Name**	City of Banning
Customer Address	99 E. Ramsey Street Banning CA 92220	**Customer Address**	99 E. Ramsey Street Banning CA 92220
Contact Name	Lincoln Bogard	**Contact Name**	Lincoln Bogard
Contact Phone	+1 (951) 922-3118	**Contact Phone**	+1 (951) 922-3118
Contact Email	lbogard@banningca.gov	**Contact Email**	lbogard@banningca.gov

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Lincoln Bogard, Administrative Services Director**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Presentation of Initial Results of the Citywide Forensic Investigation**

RECOMMENDATION:

Receive and file.

BACKGROUND:

The City hired a new Finance Director on June 23, 2022. Fiscal Year 2021-22 ended on June 30, 2022. As a part of the year-end close process and completion of the audited financial statements, the Finance Director determined that the Electric Utility had approximately $4 million in unrestricted cash at fiscal year end. In approximately October 2022, the City Manager, Finance Director, and Deputy Finance Director held discussions with the then Electric Utility Director, about the low levels of cash reserves at the electric utility. The Council had previously determined that the Electric Utility would maintain an unrestricted cash reserve of $11 million. The audited financial statements confirmed that $4 million level of unrestricted cash. Continuing conversations occurred over the remainder of FY 2022-23, and the Finance Director (now Administrative Services Director) conducted a much more thorough analysis as the department's unrestricted cash ultimately moved negative department-wide in March and April of 2023. When the Administrative Services Director brought the June 30, 2023, negative unrestricted cash balance of approximately $9 million (later revised based on year-end GASB 31 entries to negative $8.6 million) to the City Manager, we agreed on the critical importance of reporting the results to Council. The analysis was presented to Council in a Special Session on August 15, 2023. Also in August, we moved forward with contracting GHJ Associates to perform a Phase 1 forensic investigation into the results of operations since 2018. Council expanded the scope of the forensic investigation twice. The final results were presented to Council and the public on February 27, 2024.

The forensic investigation confirmed the reporting that was made to Council on August 15, 2023. That meeting can be viewed online and is accessible from the City's website. The majority of cash spend related to capital asset construction and was approved by Council as a part of the Capital Improvement Plan. While there were issues of non-conformance with procurement policy issues, Council retroactively approved all instances identified, and no allegations of fraud were noted in the forensic investigation. Almost all areas of concern from a financial operations perspective can be identified through a thorough analysis of cash. Ultimately, the Electric Utility unrestricted cash balances decreased by over $30M during Mr. Miller's tenure (2018-2024, and as of June 30, 2023).

When Council and the public were informed about the cash decline that electric incurred over the last five years, some Councilmembers and residents expressed a desire to have a Citywide investigation performed. The Administrative Services Director stated that no other issues were identified in his Citywide analysis, but that he and the City Manager were agreeable to a Citywide investigation into treasury functions (cash in particular). The Administrative Services Director obtained Council approval to

issue a Request for Proposals (RFP) for this investigation. Staff also recommended that the evaluation of submissions be conducted by Finance Directors from other area local governments in the Pass Area and Coachella Valley. Council approved and those Finance Directors and the elected City Treasurer for the City of Banning conducted the evaluation of the six proposals that were submitted for consideration. Council conducted interviews with the top three evaluated firms (Marsh Minick, P.C., FORVIS, LLP, and BDO USA, P.C.) on February 27, 2024.

JUSTIFICATION:

City Council voted to have the Administrative Services Director conduct the citywide investigation rather than hiring an external firm to provide that service. The Administrative Services Director is a Certified Fraud Examiner (CFE) and a Certified Public Accountant (CPA). Council felt that the accuracy of the initial staff presentation on August 15, 2023, provided confidence in the Administrative Services Director to perform the citywide forensic investigation.

Staff has performed a citywide analysis of cash for the past seven year and identified only three additional funds that should be investigated further. Those funds are the General Fund, the Risk Management Fund, and the Information Technology Fund.

There are some factors that mitigate the likelihood of significant findings as discussed below:

General Fund - Financial Projections performed in 2018 for ballot measures N, O, and P, showed that the General Fund would be bankrupt by June 30, 2023. The actual performance of the General Fund has been better than those projections, but not significantly. Staff determined that cash declines in at least one year deviate from the results of operations enough to warrant further investigation. Upon completion of that additional analysis, staff will bring any identified concerns or explanations to Council for discussion.

Risk Management Fund - Insurance costs have increased at a rate of around thirty percent (30%) per year for at least the last three years. In addition to that, legal and investigative costs were higher than historical in Fiscal Years 2022-23 and 2023-24. We are seeing some reductions in those costs in 2024. Since this fund's revenue is generated through the Cost Allocation Plan, a growing deficit is explainable. Staff will be bringing this Internal Service Fund back to breakeven through the Cost Allocation Plan within the next five years. Even with those mitigating factors, staff will perform more investigative analysis to ensure that no deeper concerns have remained unidentified.

Information Technology Fund - This fund has slowly fallen behind over the years with the Cost Allocation Plan failing to keep pace with the growth of the City's Information Technology needs. In Fiscal Year 2023-24, a large net cash outflow for the year occurred. This is at least partially explained by the network infrastructure overhaul that took place over the last year. Even with those mitigating factors, staff will perform more investigative analysis to ensure that no deeper concerns have remained unidentified.

FISCAL IMPACT:

None. Council previously approved a contract with Eide Bailly to provide Year-End Close assistance to help remove some duties from the Administrative Services Director to help provide bandwidth for the performance of this investigation.

ALTERNATIVES:

Provide feedback and direction to staff.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Results Summary By Fund
2. Citywide Budget-to-Actual Analysis By Fund

Fund Classification Analysis

	Ending Net Income	Ending Net Income	Ending Net Income	Ending Net Income	Ending Net Income	Ending Net Income	Current Net Income
Fund Type	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
General Fund	(754,511.35)	886,030.09	(1,323,726.42)	(1,823,919.67)	(139,736.97)	(5,864,162.39)	(2,392,258.31)
Special Revenue	817,895.55	579,723.91	(975,100.85)	189,370.73	(1,710,706.32)	125,097.72	(2,468,741.87)
Fiduciary	(9,446.27)	19,450.85	(10,129.44)	45,909.19	(36,014.08)	179,023.36	329,408.20
Capital Projects	(898,899.71)	(176,165.36)	(856,295.81)	1,245,545.21	(1,652,002.48)	126,181.84	238,529.31
Airport	(71,377.11)	(137,049.30)	(148,195.56)	(101,876.52)	228,729.99	(192,749.02)	(96,972.53)
Transit	315,729.74	(486,621.00)	(153,179.35)	269,936.17	69,876.32	(338,167.12)	(4,568,746.98)
Water	1,906,605.22	3,274,568.93	1,985,670.32	6,298,634.59	6,137,410.98	6,654,475.15	490,746.18
Electric	(635,957.74)	3,023,544.23	322,650.25	2,376,773.09	1,175,678.13	747,395.61	(4,815,573.68)
Wastewater	416,232.31	538,271.86	164,542.06	243,767.05	1,146,435.51	2,144,542.65	4,631,959.82
Refuse	46,548.82	134,031.79	(2,192.20)	(15,573.07)	4,435,897.97	(4,534,659.89)	(1,074,232.86)
ISF	(630,228.96)	(2,105,827.52)	(291,040.21)	(1,188,956.76)	(928,310.10)	(2,867,536.00)	(871,454.40)
Successor Agency	1,311,923.34	336,791.29	(234,065.06)	762,453.75	282,070.79	(10,256,390.27)	(45,283.75)

	Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow
Fund Type	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
General Fund	103,356.05	(320,185.11)	(1,125,103.90)	(935,741.94)	(4,535,642.90)	(5,773,590.05)	7,495,390.22
Special Revenue	511,821.68	1,273,364.94	(627,567.89)	(282,069.53)	609,562.35	306,986.29	(704,112.96)
Fiduciary	(14,517.27)	(7,276.85)	58,133.11	47,620.27	(36,213.25)	105,529.47	372,243.84
Capital Projects	(924,952.94)	(276,268.47)	(549,409.81)	1,037,744.04	2,345,672.16	(3,568,773.70)	(15,995.71)
Airport	(52,808.68)	(2,068.10)	(51,047.77)	(72,509.20)	(53,378.61)	(87,960.87)	(162,978.88)
Transit	(489,876.27)	(262,420.99)	(470,701.88)	128,467.68	940,910.58	(298,664.92)	(4,149,439.50)
Water	1,634,549.70	2,893,533.25	1,233,339.24	2,888,939.79	2,810,892.47	1,117,753.11	682,614.47
Electric	5,738,651.47	(2,853,044.12)	(1,072,532.13)	(3,972,682.91)	(10,019,374.15)	(4,256,521.85)	(9,266,643.80)
Wastewater	377,682.79	494,915.03	440,136.56	300,918.55	(88,923.86)	1,128,356.66	3,766,765.08
Refuse	(143,282.18)	79,376.24	(4,799.82)	4,774,790.79	154,203.21	(5,554,386.60)	(568,928.32)
ISF	(871,832.24)	(1,198,670.03)	38,383.84	(780,568.21)	(1,074,165.02)	(1,600,911.41)	(2,708,133.87)
Successor Agency	463,450.52	(200,923.12)	(2,940,375.70)	(161,944.40)	(184,345.40)	(19,327.73)	32,955.77

Fund Classification Analysis

	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow
Fund Type	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
General Fund	857,867.40	(1,206,215.20)	198,622.52	888,177.73	(4,395,905.93)	90,572.34	9,887,648.53
Special Revenue	(306,073.87)	693,641.03	347,532.96	(471,440.26)	2,320,268.67	181,888.57	1,764,628.91
Fiduciary	(5,071.00)	(26,727.70)	68,262.55	1,711.08	(199.17)	(73,493.89)	42,835.64
Capital Projects	(26,053.23)	(100,103.11)	306,886.00	(207,801.17)	3,997,674.64	(3,694,955.54)	(254,525.02)
Airport	18,568.43	134,981.20	97,147.79	29,367.32	(282,108.60)	104,788.15	(66,006.35)
Transit	(805,606.01)	224,200.01	(317,522.53)	(141,468.49)	871,034.26	39,502.20	419,307.48
Water	(272,055.52)	(381,035.68)	(752,331.08)	(3,409,694.80)	(3,326,518.51)	(5,536,722.04)	191,868.29
Electric	6,374,609.21	(5,876,588.35)	(1,395,182.38)	(6,349,456.00)	(11,195,052.28)	(5,003,917.46)	(4,451,070.12)
Wastewater	(38,549.52)	(43,356.83)	275,594.50	57,151.50	(1,235,359.37)	(1,016,185.99)	(865,194.74)
Refuse	(189,831.00)	(54,655.55)	(2,607.62)	4,790,363.86	(4,281,694.76)	(1,019,726.71)	505,304.54
ISF	(241,603.28)	907,157.49	329,424.05	408,388.55	(145,854.92)	1,266,624.59	(1,836,679.47)
Successor Agency	(848,472.82)	(537,714.41)	(2,706,310.64)	(924,398.15)	(466,416.19)	10,237,062.54	78,239.52

	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Current Fund Balances
Fund Type	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
General Fund	12,221,568.20	13,107,598.29	11,783,871.87	9,959,952.20	9,820,215.23	3,956,052.84	1,563,794.53
Special Revenue	6,008,443.08	6,588,166.99	5,613,066.14	5,802,436.87	4,091,730.55	4,216,828.27	1,748,086.40
Fiduciary	517,670.02	537,120.87	526,991.43	572,900.62	536,886.54	715,909.90	1,045,318.10
Capital Projects	10,443,259.16	10,267,093.80	9,410,797.99	10,656,343.20	9,004,340.72	9,130,522.56	9,369,051.87
Airport	2,685,731.51	2,548,682.21	2,400,486.65	2,298,610.13	2,527,340.12	2,334,591.10	2,237,618.57
Transit	(483,651.22)	(970,272.22)	(1,123,451.57)	(853,515.40)	(783,639.08)	(1,121,806.20)	(5,690,553.18)
Water	41,334,121.99	44,608,690.92	46,594,361.24	52,892,995.83	59,030,406.81	65,684,881.96	66,175,628.14
Electric	44,809,537.91	47,833,082.14	48,155,732.39	50,532,505.48	51,708,183.61	52,455,579.22	47,640,005.54
Wastewater	28,910,396.17	29,448,668.03	29,613,210.09	29,856,977.14	31,003,412.65	33,147,955.30	37,779,915.12
Refuse	1,025,013.90	1,159,045.69	1,156,853.49	1,141,280.42	5,577,178.39	1,042,518.50	(31,714.36)
ISF	(758,950.12)	(2,864,777.64)	(3,155,817.85)	(4,344,774.61)	(5,273,084.71)	(8,140,620.71)	(9,012,075.11)
Successor Agency	(15,141,141.08)	(14,804,349.79)	(15,038,414.85)	(14,275,961.10)	(13,993,890.31)	(24,250,280.58)	(24,295,564.33)

Citywide Net Income

		Ending Net Income	Ending Net Income	Ending Net Income	Ending Net Income	Ending Net Income	Ending Net Income	Current Net Income
Fund Type	Fund	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
General Fund	001	(1,342,176.61)	644,386.80	(1,564,893.19)	(2,059,219.08)	(369,493.67)	(5,100,898.31)	(2,626,428.14)
General Fund	002	-	-	-	(5,698.99)	(11,064.00)	(1,004,700.61)	(13,317.73)
General Fund	003	342,276.62	-	-	-	-	-	-
General Fund	005	245,160.00	241,565.00	241,047.50	240,974.01	240,865.00	241,377.44	247,487.56
Special Revenue	100	(96,703.83)	(85,409.19)	(404,623.63)	455,384.23	(48,746.77)	(61,990.52)	(986,725.31)
Special Revenue	101	432,564.50	32,355.02	(601,606.23)	(214,455.63)	(803,969.58)	718,902.42	(655,936.69)
Special Revenue	102	181,771.64	529,775.31	56,602.80	71,261.87	(78,616.82)	(237,191.48)	(81,706.48)
Special Revenue	103	589.61	1,675.64	(74,362.45)	-	-	-	-
Special Revenue	104	-	-	-	-	-	-	-
Special Revenue	110	(891.06)	19,984.60	(40,246.78)	161,766.40	(169,894.75)	(159.20)	(35,321.29)
Special Revenue	111	20,424.55	(24,569.24)	(87,290.58)	(74,256.07)	(116,950.91)	(3,375.84)	1,312.85
Special Revenue	132	37,358.31	40,548.60	38,743.45	54,243.23	187,769.51	(156,118.18)	34,997.94
Special Revenue	140	233,920.42	21,847.48	(25,115.01)	(267,512.45)	(5,430.41)	18.43	63.94
Special Revenue	148	1,804.46	7,238.81	3,682.28	(60.30)	(2,147.16)	2,084.78	(13,482.82)
Special Revenue	150	7.74	22.01	(977.02)	-	-	(89.32)	(28.52)
Special Revenue	200	1,637.02	155.82	8,326.48	6,891.99	(11,156.53)	5,119.76	2,898.29
Special Revenue	201	(2,098.77)	2,878.25	6,618.78	2,295.70	(1,367.23)	4,883.29	10,962.35
Special Revenue	202	40.65	115.53	(5,127.60)	-	-	(86.44)	(28.52)
Special Revenue	203	(228.76)	720.88	1,526.77	787.09	753.33	1,242.47	1,500.35
Fiduciary	221	-	-	-	29,981.30	-	234,916.85	325,795.18
Special Revenue	222	-	-	-	-	-	-	(77,737.70)
General Fund	300	228.64	78.29	119.27	24.39	(44.30)	59.09	-
Fiduciary	360	290.23	824.86	515.00	13.60	(269.96)	366.44	1,272.25
Fiduciary	365	608.01	1,705.55	1,064.87	28.09	(558.16)	757.68	2,630.62
Fiduciary	370	6,427.68	13,253.30	(12,373.62)	11,346.86	(34,248.66)	(30,803.95)	(191.85)
Fiduciary	375	(17,151.63)	2,588.81	(8.94)	4,521.58	(584.43)	(18,332.09)	212.00
Fiduciary	376	379.44	1,078.33	673.25	17.76	(352.87)	(7,881.57)	(310.00)
Capital Projects	400	1,815.46	2,978.19	3,323.61	193,950.40	6,573.07	37,157.11	42,412.53
Capital Projects	410	10,695.30	26,837.12	18,942.88	262,292.30	(4,408.88)	33,398.44	124,489.98
Capital Projects	420	4,262.17	11,425.44	(39,254.12)	1,717,928.33	(256,621.34)	102,040.19	151,789.52
Capital Projects	421	668.76	1,900.54	(84,342.60)	-	-	-	-

Citywide Net Income

		Ending Net Income	Ending Net Income	Ending Net Income	Ending Net Income	Ending Net Income	Ending Net Income	Current Net Income
Fund Type	Fund	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
Capital Projects	430	(5,725.81)	(164,252.31)	4,922.44	259,340.20	(4,465.73)	22,008.69	(40,995.58)
Capital Projects	441	158,753.00	-	-	360,746.72	251,997.68	-	-
Special Revenue	444	3,129.24	8,893.22	5,552.50	36.35	(3,018.85)	3,822.74	13,567.22
Capital Projects	451	(3,625.32)	2,155.96	10,457.09	24,566.63	22,885.17	109,395.82	(1,537.45)
Capital Projects	470	4,513.09	11,631.24	(21,081.92)	(44.79)	51.70	19,626.98	34,079.88
Capital Projects	480	(1,074,253.15)	(7,757,463.67)	-	-	-	-	-
Capital Projects	481	3,996.79	(541,797.76)	-	-	-	-	-
Airport	600	(71,377.11)	(137,049.30)	(148,195.56)	(101,876.52)	228,729.99	(192,749.02)	(96,972.53)
Transit	610	315,729.74	(486,621.00)	(153,179.35)	269,936.17	69,876.32	(338,167.12)	(4,568,746.98)
Water	660	551,104.91	2,469,403.90	1,045,255.03	4,526,535.03	4,773,761.34	5,528,734.20	2,073,917.97
Water	661	(64,474.71)	(5,977.47)	(102,470.61)	667,207.95	183,175.93	(109,475.02)	(1,218,630.35)
Water	662	(70,258.89)	189,481.06	(17,636.70)	478.37	(9,855.17)	13,378.21	46,448.57
Water	663	10,143.91	(205,669.36)	7,154.16	46.58	29,973.60	3,555.61	6,033.65
Water	669	1,480,090.00	827,330.80	1,053,368.44	1,104,366.66	1,160,355.28	1,218,282.15	(417,023.66)
Electric	670	43,067.08	2,708,607.30	311,336.28	4,394,075.92	7,516,290.59	4,621,719.84	(2,573,693.53)
Electric	672	51,568.61	146,555.90	91,502.84	2,413.29	(47,961.34)	65,106.57	226,047.39
Electric	673	(2,059,504.26)	(654,921.99)	(294,590.25)	(2,524,089.83)	(8,033,902.72)	(5,010,719.15)	(2,723,297.57)
Electric	674	(963,682.81)	(439,155.85)	(1,027,402.70)	(840,582.44)	267,078.84	(2,861.47)	27,880.53
Electric	675	62,818.59	125,496.43	53,811.60	94,717.83	158,473.86	(304,455.94)	191,460.06
Electric	678	2,229,775.05	1,136,962.44	1,187,992.48	1,250,238.32	1,315,698.90	1,378,605.76	36,029.44
Wastewater	680	(471,397.38)	(656,007.11)	(429,491.76)	474,641.12	676,495.17	1,187,360.57	3,678,982.96
Wastewater	681	9,024.91	252,382.91	159,011.61	(726,707.50)	3,810.86	276,863.38	471,206.55
Wastewater	682	377,448.55	481,498.75	426,343.23	345,322.05	300,511.11	477,130.02	615,518.57
Wastewater	683	6,820.07	9,665.87	(506,228.71)	(371,671.13)	(172,916.69)	(39,432.90)	(2,063.02)
Wastewater	685	285,240.11	299,193.69	(1,865.12)	301,142.18	(3,900.68)	5,158.57	17,910.31
Wastewater	687	(25,530.89)	(25,530.89)	(6,382.67)	(6,382.67)	-	-	-
Wastewater	689	234,626.94	177,068.64	523,155.48	227,423.00	342,435.74	237,463.01	(149,595.55)
Refuse	690	46,548.82	134,031.79	(2,192.20)	(15,573.07)	4,435,897.97	(4,534,659.89)	(1,074,232.86)
ISF	700	(488,363.66)	(1,463,797.26)	184,861.00	(1,002,227.64)	(1,399,796.18)	(2,495,158.14)	(1,895,692.50)
ISF	702	111,579.76	(132,001.98)	(3,122.93)	281,109.92	86,698.66	(469,522.74)	717,775.92
ISF	703	(84,248.68)	(61,167.85)	(73,343.37)	(244,925.16)	(188,513.73)	(129,402.16)	(790,714.39)

Citywide Net Income

		Ending Net Income	Ending Net Income	Ending Net Income	Ending Net Income	Ending Net Income	Ending Net Income	Current Net Income
Fund Type	Fund	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
ISF	704	-	-	-	-	-	-	1,147,364.11
ISF	705	-	-	-	-	-	-	(379,588.61)
ISF	761	(169,196.38)	(448,860.43)	(399,434.91)	(222,913.88)	573,301.15	226,547.04	329,401.07
Successor Agency	805	379,016.86	(468,935.00)	336,046.00	(148,651.00)	(138,560.00)	192,488.16	33,405.88
Special Revenue	810	4,569.83	23,491.17	143,195.39	(7,011.68)	(657,930.15)	(151,965.19)	(683,077.48)
Successor Agency	830	1,063,415.58	1,650,521.45	1,078,201.38	1,277,494.38	1,404,673.68	1,000,493.97	(93,057.63)
Capital Projects	840	-	7,684,349.28	(749,263.19)	(1,573,106.58)	(1,667,886.15)	(197,335.91)	(71,663.97)
Capital Projects	841	-	546,070.61	-	(128.00)	(128.00)	(109.48)	(45.60)
Successor Agency	850	(11,421.24)	(10,501.21)	9,940,063.90	(366,389.63)	(984,042.89)	(11,449,372.40)	14,368.00
Successor Agency	855	(130,541.72)	(764,680.94)	(7,554,951.07)	-	-	-	-
Successor Agency	856	(71,162.07)	(70,824.86)	(3,928,860.23)	-	-	-	-
Successor Agency	857	82,615.93	1,211.85	(104,565.04)	-	-	-	-

Citywide Net Cash Flow

		Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow
Fund Type	Fund	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
General Fund	001	(557,178.58)	(575,824.92)	(1,128,238.58)	(800,226.86)	(4,485,051.60)	(4,619,741.35)	6,016,649.80
General Fund	002	76,067.72	30,213.96	(236,252.15)	(378,294.18)	(289,715.33)	(280,571.79)	116,593.51
General Fund	003	345,459.49	(16,400.01)	-	-	-	-	-
General Fund	005	238,775.00	241,740.00	239,297.50	242,724.01	239,115.00	(873,281.91)	1,362,146.91
Special Revenue	100	(72,822.54)	(13,994.08)	(431,977.34)	417,194.25	(112,401.87)	(1,831.00)	(968,388.61)
Special Revenue	101	357,405.66	78,306.53	(483,013.45)	(425,086.14)	(405,774.46)	(36,309.18)	196,345.91
Special Revenue	102	151,515.39	461,608.85	98,717.92	40,528.77	(92,247.56)	(257,270.54)	277,683.01
Special Revenue	103	643.67	1,112.44	(73,705.49)	-	-	-	-
Special Revenue	104	(7.18)	-	-	-	-	-	-
Special Revenue	110	(13,610.00)	12,610.02	(30,762.67)	152,282.29	(120,520.62)	-	(84,854.62)
Special Revenue	111	17,477.32	(21,109.59)	(82,917.13)	(54,827.74)	(127,895.01)	(58,715.69)	46,000.43
Special Revenue	132	67,154.58	39,138.76	39,877.77	54,577.74	191,316.75	(51,095.54)	(64,110.50)
Special Revenue	140	(66,439.54)	307,178.20	(11,473.47)	(266,047.35)	(5,427.01)	23.79	36.78
Special Revenue	148	61,999.42	125,829.44	(115,544.26)	(84,996.17)	121,860.61	(259,654.70)	167,541.88
Special Revenue	150	8.45	14.61	(968.39)	-	-	-	(117.84)
Special Revenue	200	2,517.02	1,755.82	9,826.48	6,891.99	(11,156.53)	(24,427.40)	32,445.45
Special Revenue	201	(2,035.89)	2,538.81	6,740.88	2,539.93	(934.46)	5,062.93	10,171.29
Special Revenue	202	44.38	76.71	(5,082.31)	-	-	-	(114.96)
Special Revenue	203	(131.27)	715.93	1,413.41	798.52	790.50	1,177.93	1,508.95
Fiduciary	221	-	-	-	29,981.30	-	234,916.85	325,795.18
Special Revenue	222	-	-	-	(291,081.60)	1,162,337.44	3,206,990.42	(2,301,647.24)
General Fund	300	232.42	85.86	89.33	55.09	9.03	5.00	-
Fiduciary	360	316.86	547.60	655.29	201.32	55.01	473.35	731.72
Fiduciary	365	655.15	1,132.29	1,354.91	416.27	113.76	978.73	1,512.99
Fiduciary	370	4,311.06	(11,646.28)	12,347.53	11,618.47	(35,869.77)	(31,278.66)	(193.37)
Fiduciary	375	(20,214.56)	1,973.65	42,918.74	5,139.73	(584.18)	(51,438.39)	44,897.32
Fiduciary	376	414.22	715.89	856.64	263.18	71.93	(48,122.41)	(500.00)
Capital Projects	400	1,821.54	2,796.04	3,399.41	194,102.51	8,587.96	38,183.23	38,522.65
Capital Projects	410	11,405.08	19,145.09	22,809.14	267,542.03	6,990.47	(1,275,913.99)	1,418,336.39
Capital Projects	420	4,592.77	7,833.93	20,930.05	1,662,112.87	(239,846.65)	(1,871,813.18)	2,107,428.90
Capital Projects	421	730.08	1,261.74	(83,597.47)	-	-	-	-

Citywide Net Cash Flow

		Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow
Fund Type	Fund	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
Capital Projects	430	(6,873.76)	(158,124.72)	(1,969.96)	260,707.85	149.68	(24,553.56)	6,786.52
Capital Projects	441	158,753.00	-	-	360,746.72	251,997.68	-	-
Special Revenue	444	3,416.19	5,904.08	7,064.89	2,060.38	483.03	4,973.27	7,744.68
Capital Projects	451	(9,194.11)	5,685.55	9,290.92	25,310.01	24,601.08	111,138.41	(5,491.57)
Capital Projects	470	-	-	(28,286.10)	(82.00)	47,639.19	-	(48,317.87)
Capital Projects	480	(1,090,985.41)	(138,710.75)	-	-	-	-	-
Capital Projects	481	4,797.87	(541,098.96)	-	-	-	-	-
Airport	600	(52,808.68)	(2,068.10)	(51,047.77)	(72,509.20)	(53,378.61)	(87,960.87)	(162,978.88)
Transit	610	(489,876.27)	(262,420.99)	(470,701.88)	128,467.68	940,910.58	(298,664.92)	(4,149,439.50)
Water	660	(890,662.06)	3,091,120.64	1,335,196.99	1,463,985.77	2,557,928.18	1,456,255.28	2,240,699.58
Water	661	(74,216.11)	(12,512.98)	(98,623.84)	686,723.95	221,005.46	(355,783.51)	(1,080,308.36)
Water	662	(75,416.84)	180,311.52	(11,198.35)	4,904.32	2,008.83	17,281.34	26,714.72
Water	663	1,640,232.21	(365,385.93)	7,964.44	733,325.75	29,950.00	-	-
Water	669	1,034,612.50	-	-	-	-	-	(504,491.47)
Electric	670	(536,064.95)	(1,861,908.37)	(522,918.35)	(3,832,777.46)	(694,284.26)	(6,956,321.41)	(32,145.40)
Electric	672	56,297.18	97,296.47	116,426.22	35,768.64	9,776.16	84,101.62	130,010.30
Electric	673	(2,078,429.79)	(684,326.28)	218,981.51	(2,409,102.77)	(8,797,121.98)	2,930,580.04	(10,245,298.20)
Electric	674	7,080,520.15	(492,223.78)	(952,883.26)	2,149,846.79	(694,467.92)	(22,978.62)	726,598.49
Electric	675	73,952.16	88,117.84	67,861.75	83,581.89	156,723.85	(291,903.48)	164,752.01
Electric	678	1,142,376.72	-	-	-	-	-	(10,561.00)
Wastewater	680	(187,640.35)	(119,749.76)	85,515.76	668,686.07	(353,658.50)	354,834.51	3,083,510.86
Wastewater	681	9,263.95	169,953.78	200,683.72	(670,898.41)	94,716.97	308,659.10	329,607.53
Wastewater	682	380,587.51	435,696.18	447,596.03	377,817.20	363,047.17	502,018.62	505,231.26
Wastewater	683	16,288.76	-	309.71	(76,731.59)	(193,728.70)	(43,819.16)	(2,313.63)
Wastewater	685	6,446.35	9,014.83	(293,968.66)	2,045.28	699.20	6,663.59	10,301.05
Wastewater	687	-	-	-	-	-	-	-
Wastewater	689	152,736.57	-	-	-	-	-	(159,571.99)
Refuse	690	(143,282.18)	79,376.24	(4,799.82)	4,774,790.79	154,203.21	(5,554,386.60)	(568,928.32)
ISF	700	(787,173.22)	(978,330.72)	83,984.81	(802,212.24)	(1,052,469.13)	(636,615.44)	(3,541,985.27)
ISF	702	(71,192.65)	(66,364.16)	159,539.52	276,670.62	121,142.14	(964,295.97)	1,202,881.07
ISF	703	4,324.83	(42,586.10)	(176.70)	(202,469.08)	133,077.41	-	(1,404,669.91)

Citywide Net Cash Flow

		Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow	Net Cash Flow
Fund Type	Fund	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
ISF	704	-	-	-	-	-	-	1,177,638.71
ISF	705	-	-	-	-	-	-	(297,893.30)
ISF	761	(17,791.20)	(111,389.05)	(204,963.79)	(52,557.51)	(275,915.44)	0.00	155,894.83
Successor Agency	805	379,351.00	(468,935.00)	336,046.00	(148,651.00)	(138,560.00)	192,488.16	33,405.88
Special Revenue	810	4,686.02	271,678.41	444,235.27	163,095.60	9,131.54	(2,221,938.00)	1,975,642.43
Successor Agency	830	83,584.09	267,121.22	(355,817.78)	(33,543.79)	(42,346.40)	(211,565.25)	(16,318.11)
Capital Projects	840	-	(21,127.00)	(491,985.80)	(1,732,567.95)	2,245,680.75	-	(4,078,920.26)
Capital Projects	841	-	546,070.61	-	(128.00)	(128.00)	(545,814.61)	545,659.53
Successor Agency	850	515.43	890.66	(2,920,603.92)	20,250.39	(3,439.00)	(250.64)	15,868.00
Successor Agency	855	-	-	-	-	-	-	-
Successor Agency	856	-	-	-	-	-	-	-
Successor Agency	857	-	-	-	-	-	-	-

Net Income vs Net Cash Flow

		Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow
Fund Type	Fund	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
General Fund	001	784,998.03	(1,220,211.72)	436,654.61	1,258,992.22	(4,115,557.93)	481,156.96	8,643,077.94
General Fund	002	76,067.72	30,213.96	(236,252.15)	(372,595.19)	(278,651.33)	724,128.82	129,911.24
General Fund	003	3,182.87	(16,400.01)	-	-	-	-	-
General Fund	005	(6,385.00)	175.00	(1,750.00)	1,750.00	(1,750.00)	(1,114,659.35)	1,114,659.35
Special Revenue	100	23,881.29	71,415.11	(27,353.71)	(38,189.98)	(63,655.10)	60,159.52	18,336.70
Special Revenue	101	(75,158.84)	45,951.51	118,592.78	(210,630.51)	398,195.12	(755,211.60)	852,282.60
Special Revenue	102	(30,256.25)	(68,166.46)	42,115.12	(30,733.10)	(13,630.74)	(20,079.06)	359,389.49
Special Revenue	103	54.06	(563.20)	656.96	-	-	-	-
Special Revenue	104	(7.18)	-	-	-	-	-	-
Special Revenue	110	(12,718.94)	(7,374.58)	9,484.11	(9,484.11)	49,374.13	159.20	(49,533.33)
Special Revenue	111	(2,947.23)	3,459.65	4,373.45	19,428.33	(10,944.10)	(55,339.85)	44,687.58
Special Revenue	132	29,796.27	(1,409.84)	1,134.32	334.51	3,547.24	105,022.64	(99,108.44)
Special Revenue	140	(300,359.96)	285,330.72	13,641.54	1,465.10	3.40	5.36	(27.16)
Special Revenue	148	60,194.96	118,590.63	(119,226.54)	(84,935.87)	124,007.77	(261,739.48)	181,024.70
Special Revenue	150	0.71	(7.40)	8.63	-	-	89.32	(89.32)
Special Revenue	200	880.00	1,600.00	1,500.00	-	-	(29,547.16)	29,547.16
Special Revenue	201	62.88	(339.44)	122.10	244.23	432.77	179.64	(791.06)
Special Revenue	202	3.73	(38.82)	45.29	-	-	86.44	(86.44)
Special Revenue	203	97.49	(4.95)	(113.36)	11.43	37.17	(64.54)	8.60
Fiduciary	221	-	-	-	-	-	-	-
Special Revenue	222	-	-	-	(291,081.60)	1,162,337.44	3,206,990.42	(2,223,909.54)
General Fund	300	3.78	7.57	(29.94)	30.70	53.33	(54.09)	-
Fiduciary	360	26.63	(277.26)	140.29	187.72	324.97	106.91	(540.53)
Fiduciary	365	47.14	(573.26)	290.04	388.18	671.92	221.05	(1,117.63)
Fiduciary	370	(2,116.62)	(24,899.58)	24,721.15	271.61	(1,621.11)	(474.71)	(1.52)
Fiduciary	375	(3,062.93)	(615.16)	42,927.68	618.15	0.25	(33,106.30)	44,685.32
Fiduciary	376	34.78	(362.44)	183.39	245.42	424.80	(40,240.84)	(190.00)
Capital Projects	400	6.08	(182.15)	75.80	152.11	2,014.89	1,026.12	(3,889.88)
Capital Projects	410	709.78	(7,692.03)	3,866.26	5,249.73	11,399.35	(1,309,312.43)	1,293,846.41
Capital Projects	420	330.60	(3,591.51)	60,184.17	(55,815.46)	16,774.69	(1,973,853.37)	1,955,639.38
Capital Projects	421	61.32	(638.80)	745.13	-	-	-	-
Capital Projects	430	(1,147.95)	6,127.59	(6,892.40)	1,367.65	4,615.41	(46,562.25)	47,782.10
Capital Projects	441	-	-	-	-	-	-	-
Special Revenue	444	286.95	(2,989.14)	1,512.39	2,024.03	3,501.88	1,150.53	(5,822.54)
Capital Projects	451	(5,568.79)	3,529.59	(1,166.17)	743.38	1,715.91	1,742.59	(3,954.12)
Capital Projects	470	(4,513.09)	(11,631.24)	(7,204.18)	(37.21)	47,587.49	(19,626.98)	(82,397.75)
Capital Projects	480	(16,732.26)	7,618,752.92	-	-	-	-	-
Capital Projects	481	801.08	698.80	-	-	-	-	-
Airport	600	18,568.43	134,981.20	97,147.79	29,367.32	(282,108.60)	104,788.15	(66,006.35)
Transit	610	(805,606.01)	224,200.01	(317,522.53)	(141,468.49)	871,034.26	39,502.20	419,307.48

Net Income vs Net Cash Flow

		Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow	Net Income vs Net Cash Flow
Fund Type	Fund	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
Water	660	(1,441,766.97)	621,716.74	289,941.96	(3,062,549.26)	(2,215,833.16)	(4,072,478.92)	166,781.61
Water	661	(9,741.40)	(6,535.51)	3,846.77	19,516.00	37,829.53	(246,308.49)	138,321.99
Water	662	(5,157.95)	(9,169.54)	6,438.35	4,425.95	11,864.00	3,903.13	(19,733.85)
Water	663	1,630,088.30	(159,716.57)	810.28	733,279.17	(23.60)	(3,555.61)	(6,033.65)
Water	669	(445,477.50)	(827,330.80)	(1,053,368.44)	(1,104,366.66)	(1,160,355.28)	(1,218,282.15)	(87,467.81)
Electric	670	(579,132.03)	(4,570,515.67)	(834,254.63)	(8,226,853.38)	(8,210,574.85)	(11,578,041.25)	2,541,548.13
Electric	672	4,728.57	(49,259.43)	24,923.38	33,355.35	57,737.50	18,995.05	(96,037.09)
Electric	673	(18,925.53)	(29,404.29)	513,571.76	114,987.06	(763,219.26)	7,941,299.19	(7,522,000.63)
Electric	674	8,044,202.96	(53,067.93)	74,519.44	2,990,429.23	(961,546.76)	(20,117.15)	698,717.96
Electric	675	11,133.57	(37,378.59)	14,050.15	(11,135.94)	(1,750.01)	12,552.46	(26,708.05)
Electric	678	(1,087,398.33)	(1,136,962.44)	(1,187,992.48)	(1,250,238.32)	(1,315,698.90)	(1,378,605.76)	(46,590.44)
Wastewater	680	283,757.03	536,257.35	515,007.52	194,044.95	(1,030,153.67)	(832,526.06)	(595,472.10)
Wastewater	681	239.04	(82,429.13)	41,672.11	55,809.09	90,906.11	31,795.72	(141,599.02)
Wastewater	682	3,138.96	(45,802.57)	21,252.80	32,495.15	62,536.06	24,888.60	(110,287.31)
Wastewater	683	9,468.69	(9,665.87)	506,538.42	294,939.54	(20,812.01)	(4,386.26)	(250.61)
Wastewater	685	(278,793.76)	(290,178.86)	(292,103.54)	(299,096.90)	4,599.88	1,505.02	(7,609.26)
Wastewater	687	25,530.89	25,530.89	6,382.67	6,382.67	-	-	-
Wastewater	689	(81,890.37)	(177,068.64)	(523,155.48)	(227,423.00)	(342,435.74)	(237,463.01)	(9,976.44)
Refuse	690	(189,831.00)	(54,655.55)	(2,607.62)	4,790,363.86	(4,281,694.76)	(1,019,726.71)	505,304.54
ISF	700	(298,809.56)	485,466.54	(100,876.19)	200,015.40	347,327.05	1,858,542.70	(1,646,292.77)
ISF	702	(182,772.41)	65,637.82	162,662.45	(4,439.30)	34,443.48	(494,773.23)	485,105.15
ISF	703	88,573.51	18,581.75	73,166.67	42,456.08	321,591.14	129,402.16	(613,955.52)
ISF	704	-	-	-	-	-	-	30,274.60
ISF	705	-	-	-	-	-	-	81,695.31
ISF	761	151,405.18	337,471.38	194,471.12	170,356.37	(849,216.59)	(226,547.04)	(173,506.24)
Successor Agency	805	334.14	-	-	-	-	0.00	(0.00)
Special Revenue	810	116.19	248,187.24	301,039.88	170,107.28	667,061.69	(2,069,972.81)	2,658,719.91
Successor Agency	830	(979,831.49)	(1,383,400.23)	(1,434,019.16)	(1,311,038.17)	(1,447,020.08)	(1,212,059.22)	76,739.52
Capital Projects	840	-	(7,705,476.28)	257,277.39	(159,461.37)	3,913,566.90	197,335.91	(4,007,256.29)
Capital Projects	841	-	-	-	-	-	(545,705.13)	545,705.13
Successor Agency	850	11,936.67	11,391.87	(12,860,667.82)	386,640.02	980,603.89	11,449,121.76	1,500.00
Successor Agency	855	130,541.72	764,680.94	7,554,951.07	-	-	-	-
Successor Agency	856	71,162.07	70,824.86	3,928,860.23	-	-	-	-
Successor Agency	857	(82,615.93)	(1,211.85)	104,565.04	-	-	-	-

Citywide Fund Balances

		Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Current Fund Balances
Fund Type	Fund	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
General Fund	001	13,027,223.52	11,685,046.91	12,329,433.71	10,764,540.52	8,705,321.44	8,335,827.77	3,234,929.46	608,501.32
General Fund	002	(27,559.93)	(27,559.93)	(27,559.93)	(27,559.93)	(33,258.92)	(44,322.92)	(1,049,023.53)	(1,062,341.26)
General Fund	003	(342,276.62)	-	-	-	-	-	-	-
General Fund	005	313,048.18	558,208.18	799,773.18	1,040,820.68	1,281,794.69	1,522,659.69	1,764,037.13	2,011,524.69
Special Revenue	100	96,703.83	-	(85,409.19)	(490,032.82)	(34,648.59)	(83,395.36)	(145,385.88)	(1,132,111.19)
Special Revenue	101	1,768,948.76	2,201,513.26	2,233,868.28	1,632,262.05	1,417,806.42	613,836.84	1,332,739.26	676,802.57
Special Revenue	102	-	181,771.64	711,546.95	768,149.75	839,411.62	760,794.80	523,603.32	441,896.84
Special Revenue	103	72,097.20	72,686.81	74,362.45	-	-	-	-	-
Special Revenue	104	-	-	-	-	-	-	-	-
Special Revenue	110	(20,092.54)	(20,983.60)	(999.00)	(41,245.78)	120,520.62	(49,374.13)	(49,533.33)	(84,854.62)
Special Revenue	111	362,872.75	383,297.30	358,728.06	271,437.48	197,181.41	80,230.50	76,854.66	78,167.51
Special Revenue	132	81,756.56	119,114.87	159,663.47	198,406.92	252,650.15	440,419.66	284,301.48	319,299.42
Special Revenue	140	44,142.35	278,062.77	299,910.25	274,795.24	7,282.79	1,852.38	1,870.81	1,934.75
Special Revenue	148	507.86	2,312.32	9,551.13	13,233.41	13,173.11	11,025.95	13,110.73	(372.09)
Special Revenue	150	947.27	955.01	977.02	-	-	-	(89.32)	(117.84)
Special Revenue	200	25,550.52	27,187.54	27,343.36	35,669.84	42,561.83	31,405.30	36,525.06	39,423.35
Special Revenue	201	40,085.02	37,986.25	40,864.50	47,483.28	49,778.98	48,411.75	53,295.04	64,257.39
Special Revenue	202	4,971.42	5,012.07	5,127.60	-	-	-	(86.44)	(114.96)
Special Revenue	203	464.14	235.38	956.26	2,483.03	3,270.12	4,023.45	5,265.92	6,766.27
Fiduciary	221	-	-	-	-	29,981.30	29,981.30	264,898.15	590,693.33
Special Revenue	222	-	-	-	-	-	-	-	(77,737.70)
General Fund	300	5,644.40	5,873.04	5,951.33	6,070.60	6,094.99	6,050.69	6,109.78	6,109.78
Fiduciary	360	35,490.53	35,780.76	36,605.62	37,120.62	37,134.22	36,864.26	37,230.70	38,502.95
Fiduciary	365	53,418.08	54,026.09	55,731.64	56,796.51	56,824.60	56,266.44	57,024.12	59,654.74
Fiduciary	370	46,590.24	53,017.92	66,271.22	53,897.60	65,244.46	30,995.80	191.85	-
Fiduciary	375	385,221.78	368,070.15	370,658.96	370,650.02	375,171.60	374,587.17	356,255.08	356,467.08
Fiduciary	376	6,395.66	6,775.10	7,853.43	8,526.68	8,544.44	8,191.57	310.00	-
Capital Projects	400	18,838.82	20,654.28	23,632.47	26,956.08	220,906.48	227,479.55	264,636.66	307,049.19
Capital Projects	410	977,397.55	988,092.85	1,014,929.97	1,033,872.85	1,296,165.15	1,291,756.27	1,325,154.71	1,449,644.69
Capital Projects	420	458,384.58	462,646.75	474,072.19	434,818.07	2,152,746.40	1,896,125.06	1,998,165.25	2,149,954.77
Capital Projects	421	81,773.30	82,442.06	84,342.60	-	-	-	-	-
Capital Projects	430	431,390.90	425,665.09	261,412.78	266,335.22	525,675.42	521,209.69	543,218.38	502,222.80
Capital Projects	441	(771,497.40)	(612,744.40)	(612,744.40)	(612,744.40)	(251,997.68)	-	-	-
Special Revenue	444	382,642.19	385,771.43	394,664.65	400,217.15	400,253.50	397,234.65	401,057.39	414,624.61
Capital Projects	451	137,449.00	133,823.68	135,979.64	146,436.73	171,003.36	193,888.53	303,284.35	301,746.90
Capital Projects	470	638,904.33	643,417.42	655,048.66	633,966.74	633,921.95	633,973.65	653,600.63	687,680.5

Citywide Fund Balances

		Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Current Fund Balances
Fund Type	Fund	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
Capital Projects	480	8,831,716.82	7,757,463.67	-	-	-	-	-	-
Capital Projects	481	537,800.97	541,797.76	-	-	-	-	-	-
Airport	600	2,757,108.62	2,685,731.51	2,548,682.21	2,400,486.65	2,298,610.13	2,527,340.12	2,334,591.10	2,237,618.57
Transit	610	(799,380.96)	(483,651.22)	(970,272.22)	(1,123,451.57)	(853,515.40)	(783,639.08)	(1,121,806.20)	(5,690,553.18)
Water	660	58,671,944.01	59,223,048.92	61,692,452.82	62,737,707.85	67,264,242.88	72,038,004.22	77,566,738.42	79,640,656.39
Water	661	3,988,287.87	3,923,813.16	3,917,835.69	3,815,365.08	4,482,573.03	4,665,748.96	4,556,273.94	3,337,643.59
Water	662	1,251,192.04	1,180,933.15	1,370,414.21	1,352,777.51	1,353,255.88	1,343,400.71	1,356,778.92	1,403,227.49
Water	663	1,741,034.04	1,751,177.95	1,545,508.59	1,552,662.75	1,552,709.33	1,582,682.93	1,586,238.54	1,592,272.19
Water	669	(26,224,941.19)	(24,744,851.19)	(23,917,520.39)	(22,864,151.95)	(21,759,785.29)	(20,599,430.01)	(19,381,147.86)	(19,798,171.52)
Electric	670	59,915,937.43	59,959,004.51	62,667,611.81	62,978,948.09	67,373,024.01	74,889,314.60	79,511,034.44	76,937,340.91
Electric	672	6,305,769.85	6,357,338.46	6,503,894.36	6,595,397.20	6,597,810.49	6,549,849.15	6,614,955.72	6,841,003.11
Electric	673	6,086,833.37	4,027,329.11	3,372,407.12	3,077,816.87	553,727.04	(7,480,175.68)	(12,490,894.83)	(15,214,192.40)
Electric	674	3,653,092.90	2,689,410.09	2,250,254.24	1,222,851.54	382,269.10	649,347.94	646,486.47	674,367.00
Electric	675	836,363.11	899,181.70	1,024,678.13	1,078,489.73	1,173,207.56	1,331,681.42	1,027,225.48	1,218,685.54
Electric	678	(31,352,501.01)	(29,122,725.96)	(27,985,763.52)	(26,797,771.04)	(25,547,532.72)	(24,231,833.82)	(22,853,228.06)	(22,817,198.62)
Wastewater	680	14,718,456.92	14,247,059.54	13,591,052.43	13,161,560.67	13,636,201.79	14,312,696.96	15,500,057.53	19,179,040.49
Wastewater	681	10,620,775.34	10,629,800.25	10,882,183.16	11,041,194.77	10,314,487.27	10,318,298.13	10,595,161.51	11,066,368.06
Wastewater	682	5,157,736.17	5,535,184.72	6,016,683.47	6,443,026.70	6,788,348.75	7,088,859.86	7,565,989.88	8,181,508.45
Wastewater	683	3,256,046.47	3,262,866.54	3,272,532.41	2,766,303.70	2,394,632.57	2,221,715.88	2,182,282.98	2,180,219.96
Wastewater	685	(360,848.75)	(75,608.64)	223,585.05	221,719.93	522,862.11	518,961.43	524,120.00	542,030.31
Wastewater	687	63,827.12	38,296.23	12,765.34	6,382.67	-	-	-	-
Wastewater	689	(4,961,829.41)	(4,727,202.47)	(4,550,133.83)	(4,026,978.35)	(3,799,555.35)	(3,457,119.61)	(3,219,656.60)	(3,369,252.15)
Refuse	690	978,465.08	1,025,013.90	1,159,045.69	1,156,853.49	1,141,280.42	5,577,178.39	1,042,518.50	(31,714.36)
ISF	700	1,333,994.72	845,631.06	(618,166.20)	(433,305.20)	(1,435,532.84)	(2,835,329.02)	(5,330,487.16)	(7,226,179.66)
ISF	702	281,229.09	392,808.85	260,806.87	257,683.94	538,793.86	625,492.52	155,969.78	873,745.70
ISF	703	(380,990.36)	(465,239.04)	(526,406.89)	(599,750.26)	(844,675.42)	(1,033,189.15)	(1,162,591.31)	(1,953,305.70)
ISF	704	-	-	-	-	-	-	-	1,147,364.11
ISF	705	-	-	-	-	-	-	-	(379,588.61)
ISF	761	(1,362,954.61)	(1,532,150.99)	(1,981,011.42)	(2,380,446.33)	(2,603,360.21)	(2,030,059.06)	(1,803,512.02)	(1,474,110.95)
Successor Agency	805	1,718,218.16	2,097,235.02	1,628,300.02	1,964,346.02	1,815,695.02	1,677,135.02	1,869,623.18	1,903,029.06
Special Revenue	810	2,328,950.20	2,333,520.03	2,357,011.20	2,500,206.59	2,493,194.91	1,835,264.76	1,683,299.57	1,000,222.09
Successor Agency	830	(31,011,335.86)	(29,947,920.28)	(28,297,398.83)	(27,219,197.45)	(25,941,703.07)	(24,537,029.39)	(23,536,535.42)	(23,629,593.05)
Capital Projects	840	-	-	7,684,349.28	6,935,086.09	5,361,979.51	3,694,093.36	3,496,757.45	3,425,093.48
Capital Projects	841	-	-	546,070.61	546,070.61	545,942.61	545,814.61	545,705.13	545,659.53
Successor Agency	850	298,295.13	286,873.89	276,372.68	10,216,436.58	9,850,046.95	8,866,004.06	(2,583,368.34)	(2,569,000.34)
Successor Agency	855	8,450,173.73	8,319,632.01	7,554,951.07	-	-	-	-	-

Citywide Fund Balances

		Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Ending Fund Balances	Current Fund Balances
Fund Type	Fund	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24 YTD
Successor Agency	856	4,070,847.16	3,999,685.09	3,928,860.23	-	-	-	-	-
Successor Agency	857	20,737.26	103,353.19	104,565.04	-	-	-	-	-

Fund Analysis 2017-18

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
General Fund	001	14,727,381.86	3,042,334.95	15,140,521.11	16,482,697.72	(1,342,176.61)	11,685,046.91
General Fund	002	165,970.74	193,530.67	62,949.03	62,949.03	-	(27,559.93)
General Fund	003	16,400.01	16,400.01	778,616.60	436,339.98	342,276.62	-
General Fund	005	559,783.18	1,575.00	250,000.00	4,840.00	245,160.00	558,208.18
Special Revenue	100	423,280.62	423,280.62	1,167,384.05	1,264,087.88	(96,703.83)	-
Special Revenue	101	2,205,788.15	4,274.89	579,728.30	147,163.80	432,564.50	2,201,513.26
Special Revenue	102	217,363.64	35,592.00	217,363.64	35,592.00	181,771.64	181,771.64
Special Revenue	103	72,686.81	-	589.61	-	589.61	72,686.81
Special Revenue	104	-	-	-	-	-	-
Special Revenue	110	180,236.87	201,220.47	193,622.74	214,607.32	(20,984.58)	(20,983.60)
Special Revenue	111	383,421.40	124.10	138,957.30	118,532.75	20,424.55	383,297.30
Special Revenue	132	119,114.87	-	40,358.31	3,000.00	37,358.31	119,114.87
Special Revenue	140	278,062.77	-	300,518.80	66,598.38	233,920.42	278,062.77
Special Revenue	148	255,769.90	253,457.58	71,243.17	69,438.71	1,804.46	2,312.32
Special Revenue	150	955.01	-	7.74	-	7.74	955.01
Special Revenue	200	31,613.02	4,425.48	6,473.08	4,836.06	1,637.02	27,187.54
Special Revenue	201	38,033.64	47.39	8,883.93	10,982.70	(2,098.77)	37,986.25
Special Revenue	202	5,012.07	-	40.65	-	40.65	5,012.07
Special Revenue	203	343.11	107.73	2.81	231.57	(228.76)	235.38
Fiduciary	221	-	-	-	-	-	-
Special Revenue	222	-	-	-	-	-	-
General Fund	300	5,873.04	-	436,908.88	436,680.24	228.64	5,873.04
Fiduciary	360	35,780.76	-	290.23	-	290.23	35,780.76
Fiduciary	365	73,983.62	19,957.53	608.01	-	608.01	54,026.09
Fiduciary	370	55,100.27	2,082.35	45,808.87	39,381.19	6,427.68	53,017.92
Fiduciary	375	385,726.27	17,656.12	197,172.67	214,324.30	(17,151.63)	368,070.15
Fiduciary	376	46,775.10	40,000.00	379.44	-	379.44	6,775.10
Capital Projects	400	20,654.28	-	1,815.46	-	1,815.46	20,654.28

Fund Analysis 2017-18

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
Capital Projects	410	988,092.85	-	10,695.30	-	10,695.30	988,092.85
Capital Projects	420	462,646.75	-	4,262.17	-	4,262.17	462,646.75
Capital Projects	421	82,442.06	-	668.76	-	668.76	82,442.06
Capital Projects	430	425,665.09	-	4,412.43	10,138.24	(5,725.81)	425,665.09
Capital Projects	441	(253,241.57)	359,502.83	158,753.00	-	158,753.00	(612,744.40)
Special Revenue	444	385,771.43	-	3,129.24	-	3,129.24	385,771.43
Capital Projects	451	143,334.47	9,510.79	64,622.62	68,247.94	(3,625.32)	133,823.68
Capital Projects	470	643,417.42	-	4,513.09	-	4,513.09	643,417.42
Capital Projects	480	7,798,054.83	40,591.16	22,953.85	1,097,207.00	(1,074,253.15)	7,757,463.67
Capital Projects	481	541,797.76	-	3,996.79	-	3,996.79	541,797.76
Airport	600	2,838,853.74	153,122.23	239,735.47	385,518.09	(145,782.62)	2,685,731.51
Transit	610	1,758,775.89	2,242,427.11	2,165,106.62	1,849,376.88	315,729.74	(483,651.22)
Water	660	62,522,542.07	3,299,493.15	12,540,543.73	11,989,438.82	551,104.91	59,223,048.92
Water	661	3,934,237.25	10,424.09	49,785.87	120,260.58	(70,474.71)	3,923,813.16
Water	662	1,183,405.61	2,472.46	9,690.13	79,949.02	(70,258.89)	1,180,933.15
Water	663	1,934,383.09	183,205.14	2,321,759.50	2,311,615.59	10,143.91	1,751,177.95
Water	669	857,386.07	25,602,237.26	2,457,446.86	977,356.86	1,480,090.00	(24,744,851.19)
Electric	670	71,156,491.08	11,197,486.57	34,145,002.81	34,101,935.73	43,067.08	59,959,004.51
Electric	672	6,357,338.46	-	51,568.61	-	51,568.61	6,357,338.46
Electric	673	4,110,120.39	82,791.28	57,382.45	2,116,886.71	(2,059,504.26)	4,027,329.11
Electric	674	2,713,648.22	24,238.13	76,548.27	1,422,424.48	(1,345,876.21)	2,689,410.09
Electric	675	923,440.85	24,259.15	730,516.78	667,698.19	62,818.59	899,181.70
Electric	678	2,236,308.03	31,359,033.99	3,572,350.57	1,342,575.52	2,229,775.05	(29,122,725.96)
Wastewater	680	15,827,881.50	1,580,821.96	3,023,324.15	3,494,721.53	(471,397.38)	14,247,059.54
Wastewater	681	10,629,800.25	-	97,470.03	88,445.12	9,024.91	10,629,800.25
Wastewater	682	5,535,184.72	-	377,448.55	-	377,448.55	5,535,184.72
Wastewater	683	3,262,866.54	-	6,820.07	-	6,820.07	3,262,866.54
Wastewater	685	806,802.50	882,411.14	310,171.75	24,931.64	285,240.11	(75,608.64)

Fund Analysis 2017-18

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
Wastewater	687	38,296.23	-	-	25,530.89	(25,530.89)	38,296.23
Wastewater	689	73,831.91	4,801,034.38	461,416.36	226,789.42	234,626.94	(4,727,202.47)
Refuse	690	1,743,007.32	717,993.42	3,626,107.83	3,579,559.01	46,548.82	1,025,013.90
ISF	700	2,574,683.63	1,729,052.57	1,634,028.76	2,122,392.42	(488,363.66)	845,631.06
ISF	702	1,042,135.38	649,326.53	1,106,409.10	994,829.34	111,579.76	392,808.85
ISF	703	281,644.07	746,883.11	531,064.71	615,313.39	(84,248.68)	(465,239.04)
ISF	704	-	-	-	-	-	-
ISF	705	-	-	-	-	-	-
ISF	761	1,248,632.69	2,780,783.68	2,327,386.33	2,496,582.71	(169,196.38)	(1,532,150.99)
Successor Agency	805	2,097,235.02	-	2,722,175.86	2,343,159.00	379,016.86	2,097,235.02
Special Revenue	810	2,953,520.03	620,000.00	12,024.68	7,454.85	4,569.83	2,333,520.03
Successor Agency	830	2,533,394.30	32,481,314.58	2,099,260.68	1,035,845.10	1,063,415.58	(29,947,920.28)
Capital Projects	840	-	-	-	-	-	-
Capital Projects	841	-	-	-	-	-	-
Successor Agency	850	286,873.89	-	420.37	11,841.61	(11,421.24)	286,873.89
Successor Agency	855	8,453,123.70	133,491.69	(190.66)	130,351.06	(130,541.72)	8,319,632.01
Successor Agency	856	4,010,078.67	10,393.58	12,235.80	83,397.87	(71,162.07)	3,999,685.09
Successor Agency	857	289,558.19	186,205.00	82,657.43	41.50	82,615.93	103,353.19

Fund Analysis 2018-19

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
General Fund	001	14,653,284.11	2,323,850.40	17,933,978.50	17,289,591.70	644,386.80	12,329,433.71
General Fund	002	202,289.70	229,849.63	99,198.54	99,198.54	-	(27,559.93)
General Fund	003	-	-	-	-	-	-
General Fund	005	801,523.18	1,750.00	250,000.00	8,435.00	241,565.00	799,773.18
Special Revenue	100	294,971.56	380,380.75	1,255,733.55	1,341,142.74	(85,409.19)	(85,409.19)
Special Revenue	101	2,267,316.63	33,448.35	701,433.91	669,078.89	32,355.02	2,233,868.28
Special Revenue	102	715,504.80	3,957.85	608,932.31	79,157.00	529,775.31	711,546.95
Special Revenue	103	74,362.45	-	1,675.64	-	1,675.64	74,362.45
Special Revenue	104	-	-	-	-	-	-
Special Revenue	110	0.98	999.98	195,030.71	175,046.11	19,984.60	(999.00)
Special Revenue	111	365,393.16	6,665.10	145,614.71	170,183.95	(24,569.24)	358,728.06
Special Revenue	132	159,663.47	-	43,548.60	3,000.00	40,548.60	159,663.47
Special Revenue	140	299,910.25	-	21,847.48	-	21,847.48	299,910.25
Special Revenue	148	359,299.68	349,748.55	119,942.77	112,703.96	7,238.81	9,551.13
Special Revenue	150	977.02	-	22.01	-	22.01	977.02
Special Revenue	200	33,368.84	6,025.48	8,980.58	8,824.76	155.82	27,343.36
Special Revenue	201	40,882.51	18.01	8,154.74	5,276.49	2,878.25	40,864.50
Special Revenue	202	5,127.60	-	115.53	-	115.53	5,127.60
Special Revenue	203	1,058.59	102.33	1,501.25	780.37	720.88	956.26
Fiduciary	221	-	-	-	-	-	-
Special Revenue	222	-	-	-	-	-	-
General Fund	300	5,951.33	-	435,732.15	435,653.86	78.29	5,951.33
Fiduciary	360	36,605.62	-	824.86	-	824.86	36,605.62
Fiduciary	365	75,689.17	19,957.53	1,705.55	-	1,705.55	55,731.64
Fiduciary	370	68,358.25	2,087.03	50,871.19	37,617.89	13,253.30	66,271.22
Fiduciary	375	388,315.08	17,656.12	198,831.53	196,242.72	2,588.81	370,658.96
Fiduciary	376	47,853.43	40,000.00	1,078.33	-	1,078.33	7,853.43
Capital Projects	400	23,632.47	-	2,978.19	-	2,978.19	23,632.47

Fund Analysis 2018-19

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
Capital Projects	410	1,014,929.97	-	26,837.12	-	26,837.12	1,014,929.97
Capital Projects	420	474,072.19	-	11,425.44	-	11,425.44	474,072.19
Capital Projects	421	84,342.60	-	1,900.54	-	1,900.54	84,342.60
Capital Projects	430	269,999.95	8,587.17	10,335.54	174,587.85	(164,252.31)	261,412.78
Capital Projects	441	(612,744.40)	-	-	-	-	(612,744.40)
Special Revenue	444	394,664.65	-	8,893.22	-	8,893.22	394,664.65
Capital Projects	451	137,679.64	1,700.00	17,991.98	15,836.02	2,155.96	135,979.64
Capital Projects	470	655,048.66	-	11,631.24	-	11,631.24	655,048.66
Capital Projects	480	-	-	-	-	-	-
Capital Projects	481	-	-	-	-	-	-
Airport	600	2,702,406.54	153,724.33	199,773.81	336,823.11	(137,049.30)	2,548,682.21
Transit	610	1,242,664.18	2,212,936.40	1,767,354.34	2,253,975.34	(486,621.00)	(970,272.22)
Water	660	65,016,768.78	3,324,315.96	11,842,246.98	9,372,843.08	2,469,403.90	61,692,452.82
Water	661	3,951,769.52	33,933.83	136,332.88	142,310.35	(5,977.47)	3,917,835.69
Water	662	1,372,886.67	2,472.46	189,481.06	-	189,481.06	1,370,414.21
Water	663	1,545,508.58	(0.01)	45,240.18	250,909.54	(205,669.36)	1,545,508.59
Water	669	809,422.40	24,726,942.79	1,779,020.97	951,690.17	827,330.80	(23,917,520.39)
Electric	670	73,294,889.05	10,627,277.24	32,529,749.94	32,359,068.01	170,681.93	62,667,611.81
Electric	672	6,503,894.36	-	146,555.90	-	146,555.90	6,503,894.36
Electric	673	3,451,581.36	79,174.24	85,830.88	740,752.87	(654,921.99)	3,372,407.12
Electric	674	2,274,492.37	24,238.13	143,067.93	582,223.78	(439,155.85)	2,250,254.24
Electric	675	1,024,678.13	-	747,666.40	622,169.97	125,496.43	1,024,678.13
Electric	678	2,120,891.68	30,106,655.20	2,427,079.63	1,290,117.19	1,136,962.44	(27,985,763.52)
Wastewater	680	15,167,773.69	1,576,721.26	3,371,712.03	4,027,719.14	(656,007.11)	13,591,052.43
Wastewater	681	10,882,183.16	-	252,382.91	-	252,382.91	10,882,183.16
Wastewater	682	6,016,683.47	-	481,498.75	-	481,498.75	6,016,683.47
Wastewater	683	3,272,532.41	-	9,665.87	-	9,665.87	3,272,532.41
Wastewater	685	819,375.83	595,790.78	316,862.04	17,668.35	299,193.69	223,585.05

Fund Analysis 2018-19

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
Wastewater	687	12,765.34	-	-	25,530.89	(25,530.89)	12,765.34
Wastewater	689	69,663.95	4,619,797.78	395,141.39	218,072.75	177,068.64	(4,550,133.83)
Refuse	690	1,878,615.66	719,569.97	4,612,898.58	4,478,866.79	134,031.79	1,159,045.69
ISF	700	1,293,552.20	1,911,718.40	2,111,611.66	3,575,408.92	(1,463,797.26)	(618,166.20)
ISF	702	941,156.90	680,350.03	1,336,459.05	1,468,461.03	(132,001.98)	260,806.87
ISF	703	203,325.55	729,732.44	464,333.08	525,500.93	(61,167.85)	(526,406.89)
ISF	704	-	-	-	-	-	-
ISF	705	-	-	-	-	-	-
ISF	761	764,632.56	2,745,643.98	2,050,614.04	2,499,474.47	(448,860.43)	(1,981,011.42)
Successor Agency	805	1,628,300.02	-	2,506,684.00	2,975,619.00	(468,935.00)	1,628,300.02
Special Revenue	810	2,977,011.20	620,000.00	37,434.19	13,943.02	23,491.17	2,357,011.20
Successor Agency	830	2,712,131.75	31,009,530.58	2,725,619.00	1,075,097.55	1,650,521.45	(28,297,398.83)
Capital Projects	840	7,726,395.14	42,045.86	23,767.07	96,881.46	(73,114.39)	7,684,349.28
Capital Projects	841	546,070.61	-	4,272.85	-	4,272.85	546,070.61
Successor Agency	850	276,372.68	-	1,340.40	11,841.61	(10,501.21)	276,372.68
Successor Agency	855	7,554,951.07	-	-	764,680.94	(764,680.94)	7,554,951.07
Successor Agency	856	3,928,860.23	-	11,155.01	81,979.87	(70,824.86)	3,928,860.23
Successor Agency	857	290,770.04	186,205.00	1,211.85	-	1,211.85	104,565.04

Fund Analysis 2019-20

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
General Fund	001	13,221,829.07	2,457,288.55	18,938,831.00	20,544,774.66	(1,605,943.66)	10,764,540.52
General Fund	002	176,671.51	204,231.44	327,307.67	327,307.67	-	(27,559.93)
General Fund	003	-	-	-	-	-	-
General Fund	005	1,040,820.68	-	250,000.00	8,952.50	241,047.50	1,040,820.68
Special Revenue	100	(272,197.12)	217,835.70	2,013,087.29	2,417,710.92	(404,623.63)	(490,032.82)
Special Revenue	101	1,787,668.87	155,406.82	837,533.85	1,439,140.08	(601,606.23)	1,632,262.05
Special Revenue	102	793,948.54	25,798.79	572,578.40	515,975.60	56,602.80	768,149.75
Special Revenue	103	-	-	191.66	74,554.11	(74,362.45)	-
Special Revenue	104	-	-	-	-	-	-
Special Revenue	110	(23,077.77)	18,168.01	335,719.60	375,966.38	(40,246.78)	(41,245.78)
Special Revenue	111	279,690.13	8,252.65	142,057.61	229,348.19	(87,290.58)	271,437.48
Special Revenue	132	198,406.92	-	41,743.45	3,000.00	38,743.45	198,406.92
Special Revenue	140	274,795.24	-	4,212.12	29,327.13	(25,115.01)	274,795.24
Special Revenue	148	267,058.90	253,825.49	195,304.76	191,622.48	3,682.28	13,233.41
Special Revenue	150	-	-	2.52	979.54	(977.02)	-
Special Revenue	200	43,195.32	7,525.48	8,760.82	434.34	8,326.48	35,669.84
Special Revenue	201	47,501.29	18.01	10,250.60	3,631.82	6,618.78	47,483.28
Special Revenue	202	-	-	13.22	5,140.82	(5,127.60)	-
Special Revenue	203	2,483.03	-	1,526.77	-	1,526.77	2,483.03
Fiduciary	221	-	-	-	-	-	-
Special Revenue	222	-	-	-	-	-	-
General Fund	300	6,070.60	-	435,585.81	435,466.54	119.27	6,070.60
Fiduciary	360	37,120.62	-	515.00	-	515.00	37,120.62
Fiduciary	365	76,754.04	19,957.53	1,064.87	-	1,064.87	56,796.51
Fiduciary	370	55,986.95	2,089.35	26,934.67	39,308.29	(12,373.62)	53,897.60
Fiduciary	375	390,306.14	19,656.12	199,440.67	199,449.61	(8.94)	370,650.02
Fiduciary	376	48,526.68	40,000.00	673.25	-	673.25	8,526.68
Capital Projects	400	26,956.08	-	3,323.61	-	3,323.61	26,956.08

Fund Analysis 2019-20

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
Capital Projects	410	1,033,872.85	-	18,942.88	-	18,942.88	1,033,872.85
Capital Projects	420	493,493.16	58,675.09	93,679.60	132,933.72	(39,254.12)	434,818.07
Capital Projects	421	-	-	217.39	84,559.99	(84,342.60)	-
Capital Projects	430	266,335.22	-	4,922.44	-	4,922.44	266,335.22
Capital Projects	441	(612,744.40)	-	-	-	-	(612,744.40)
Special Revenue	444	400,217.15	-	5,552.50	-	5,552.50	400,217.15
Capital Projects	451	146,436.73	-	11,151.09	694.00	10,457.09	146,436.73
Capital Projects	470	633,966.74	-	7,204.18	28,286.10	(21,081.92)	633,966.74
Capital Projects	480	-	-	-	-	-	-
Capital Projects	481	-	-	-	-	-	-
Airport	600	2,562,058.35	161,571.70	170,850.51	319,046.07	(148,195.56)	2,400,486.65
Transit	610	1,085,901.49	2,209,353.06	2,250,704.11	2,403,883.46	(153,179.35)	(1,123,451.57)
Water	660	66,589,236.67	3,851,528.82	11,014,933.47	9,969,678.44	1,045,255.03	62,737,707.85
Water	661	3,836,819.73	21,454.65	132,997.83	235,468.44	(102,470.61)	3,815,365.08
Water	662	1,357,704.97	4,927.46	20,029.80	37,666.50	(17,636.70)	1,352,777.51
Water	663	1,552,662.74	(0.01)	10,824.90	3,670.74	7,154.16	1,552,662.75
Water	669	759,368.83	23,623,520.78	1,961,291.95	907,923.51	1,053,368.44	(22,864,151.95)
Electric	670	74,225,550.59	11,246,602.50	31,379,634.00	31,068,297.72	311,336.28	62,978,948.09
Electric	672	6,595,397.20	-	91,502.84	-	91,502.84	6,595,397.20
Electric	673	3,658,827.30	581,010.43	435,847.59	730,437.84	(294,590.25)	3,077,816.87
Electric	674	1,351,357.61	128,506.07	29,748.50	1,057,151.20	(1,027,402.70)	1,222,851.54
Electric	675	1,091,517.73	13,028.00	720,896.50	667,084.90	53,811.60	1,078,489.73
Electric	678	2,001,276.20	28,799,047.24	2,423,630.50	1,235,638.02	1,187,992.48	(26,797,771.04)
Wastewater	680	14,904,009.34	1,742,448.67	3,507,793.77	3,937,285.53	(429,491.76)	13,161,560.67
Wastewater	681	11,041,194.77	-	159,011.61	-	159,011.61	11,041,194.77
Wastewater	682	6,443,026.70	-	426,343.23	-	426,343.23	6,443,026.70
Wastewater	683	2,766,303.70	-	17,394.47	523,623.18	(506,228.71)	2,766,303.70
Wastewater	685	523,438.22	301,718.29	8,351.10	10,216.22	(1,865.12)	221,719.93

Fund Analysis 2019-20

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
Wastewater	687	6,382.67	-	-	6,382.67	(6,382.67)	6,382.67
Wastewater	689	110,011.90	4,136,990.25	958,333.41	435,177.93	523,155.48	(4,026,978.35)
Refuse	690	1,929,745.41	772,891.92	4,808,950.49	4,811,142.69	(2,192.20)	1,156,853.49
ISF	700	1,801,851.19	2,235,156.39	3,360,258.38	3,303,717.63	56,540.75	(433,305.20)
ISF	702	981,794.87	724,110.93	1,525,123.15	1,528,246.08	(3,122.93)	257,683.94
ISF	703	189,100.51	788,850.77	490,456.00	563,799.37	(73,343.37)	(599,750.26)
ISF	704	-	-	-	-	-	-
ISF	705	-	-	-	-	-	-
ISF	761	540,888.38	2,921,334.71	2,001,220.38	2,400,655.29	(399,434.91)	(2,380,446.33)
Successor Agency	805	1,964,346.02	-	2,719,347.00	2,383,301.00	336,046.00	1,964,346.02
Special Revenue	810	3,260,206.59	760,000.00	70,083.27	31,452.92	38,630.35	2,500,206.59
Successor Agency	830	2,268,464.46	29,487,661.91	2,133,301.00	1,055,099.62	1,078,201.38	(27,219,197.45)
Capital Projects	840	7,172,922.55	237,836.46	11,159.53	129,299.26	(118,139.73)	6,935,086.09
Capital Projects	841	546,070.61	-	-	-	-	546,070.61
Successor Agency	850	10,216,436.58	-	838.56	1,544,585.96	(1,543,747.40)	10,216,436.58
Successor Agency	855	-	-	-	-	-	-
Successor Agency	856	-	-	-	-	-	-
Successor Agency	857	-	-	-	-	-	-

Fund Analysis 2020-21

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
General Fund	001	14,540,974.98	5,835,653.54	22,423,528.27	24,482,747.35	(2,059,219.08)	8,705,321.44
General Fund	002	232,799.31	266,058.23	585,330.93	591,029.92	(5,698.99)	(33,258.92)
General Fund	003	-	-	-	-	-	-
General Fund	005	1,283,544.69	1,750.00	250,000.00	9,025.99	240,974.01	1,281,794.69
Special Revenue	100	115,977.19	150,625.78	2,105,342.77	1,649,958.54	455,384.23	(34,648.59)
Special Revenue	101	1,457,531.51	39,725.09	920,667.47	1,135,123.10	(214,455.63)	1,417,806.42
Special Revenue	102	857,519.10	18,107.48	577,012.12	505,750.25	71,261.87	839,411.62
Special Revenue	103	-	-	-	-	-	-
Special Revenue	104	-	-	-	-	-	-
Special Revenue	110	140,259.56	19,738.94	272,595.91	110,829.51	161,766.40	120,520.62
Special Revenue	111	222,436.61	25,255.20	137,880.64	212,136.71	(74,256.07)	197,181.41
Special Revenue	132	252,650.15	-	57,442.24	3,199.01	54,243.23	252,650.15
Special Revenue	140	7,282.79	-	5,208.61	272,721.06	(267,512.45)	7,282.79
Special Revenue	148	155,737.65	142,564.54	280,692.69	280,752.99	(60.30)	13,173.11
Special Revenue	150	-	-	-	-	-	-
Special Revenue	200	50,087.31	7,525.48	6,100.00	(791.99)	6,891.99	42,561.83
Special Revenue	201	49,796.99	18.01	6,962.79	4,667.09	2,295.70	49,778.98
Special Revenue	202	-	-	-	-	-	-
Special Revenue	203	3,270.12	-	1,502.08	714.99	787.09	3,270.12
Fiduciary	221	29,981.30	-	29,981.30	-	29,981.30	29,981.30
Special Revenue	222	-	-	291,081.60	291,081.60	-	-
General Fund	300	6,094.99	-	216,236.70	216,212.31	24.39	6,094.99
Fiduciary	360	37,134.22	-	13.60	-	13.60	37,134.22
Fiduciary	365	76,782.13	19,957.53	28.09	-	28.09	56,824.60
Fiduciary	370	67,333.81	2,089.35	49,788.72	38,441.86	11,346.86	65,244.46
Fiduciary	375	392,827.72	17,656.12	197,238.27	192,716.69	4,521.58	375,171.60
Fiduciary	376	48,544.44	40,000.00	17.76	-	17.76	8,544.44
Capital Projects	400	220,906.48	-	194,073.40	123.00	193,950.40	220,906.48

Fund Analysis 2020-21

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
Capital Projects	410	1,296,165.15	-	262,415.30	123.00	262,292.30	1,296,165.15
Capital Projects	420	2,152,746.40	-	1,966,463.80	248,535.47	1,717,928.33	2,152,746.40
Capital Projects	421	-	-	-	-	-	-
Capital Projects	430	525,675.42	-	263,584.20	4,244.00	259,340.20	525,675.42
Capital Projects	441	(251,997.68)	-	360,791.72	45.00	360,746.72	(251,997.68)
Special Revenue	444	400,253.50	-	146.35	110.00	36.35	400,253.50
Capital Projects	451	171,003.36	-	26,846.63	2,280.00	24,566.63	171,003.36
Capital Projects	470	633,921.95	-	37.21	82.00	(44.79)	633,921.95
Capital Projects	480	-	-	-	-	-	-
Capital Projects	481	-	-	-	-	-	-
Airport	600	2,512,819.89	214,209.76	324,825.83	426,702.35	(101,876.52)	2,298,610.13
Transit	610	1,468,176.92	2,321,692.32	2,993,169.38	2,317,588.10	675,581.28	(853,515.40)
Water	660	71,377,636.53	4,113,393.65	14,191,543.54	9,665,008.51	4,526,535.03	67,264,242.88
Water	661	4,504,211.24	21,638.21	791,628.03	124,420.08	667,207.95	4,482,573.03
Water	662	1,355,728.34	2,472.46	478.37	-	478.37	1,353,255.88
Water	663	1,552,709.32	(0.01)	46.58	-	46.58	1,552,709.33
Water	669	709,896.81	22,469,682.10	1,964,623.50	860,256.84	1,104,366.66	(21,759,785.29)
Electric	670	79,121,961.28	11,748,937.27	37,454,821.49	33,060,745.57	4,394,075.92	67,373,024.01
Electric	672	6,597,810.49	-	2,413.29	-	2,413.29	6,597,810.49
Electric	673	1,366,762.20	813,035.16	548,087.32	3,072,177.15	(2,524,089.83)	553,727.04
Electric	674	1,367,920.46	985,651.36	2,346,047.43	3,186,629.87	(840,582.44)	382,269.10
Electric	675	1,187,180.26	13,972.70	736,248.41	641,530.58	94,717.83	1,173,207.56
Electric	678	1,883,656.57	27,431,189.29	2,430,126.34	1,179,888.02	1,250,238.32	(25,547,532.72)
Wastewater	680	15,410,291.80	1,774,090.01	4,551,723.09	4,077,081.97	474,641.12	13,636,201.79
Wastewater	681	10,314,487.27	-	74,217.50	800,925.00	(726,707.50)	10,314,487.27
Wastewater	682	6,788,348.75	-	345,322.05	-	345,322.05	6,788,348.75
Wastewater	683	2,425,800.95	31,168.38	789.43	372,460.56	(371,671.13)	2,394,632.57
Wastewater	685	522,862.11	-	303,712.52	2,570.34	301,142.18	522,862.11

Fund Analysis 2020-21

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
Wastewater	687	-	-	-	6,382.67	(6,382.67)	-
Wastewater	689	110,005.21	3,909,560.56	292,423.31	65,000.31	227,423.00	(3,799,555.35)
Refuse	690	6,723,395.34	5,582,114.92	4,840,846.65	4,856,419.72	(15,573.07)	1,141,280.42
ISF	700	1,251,458.01	2,686,990.85	2,686,638.88	3,688,866.52	(1,002,227.64)	(1,435,532.84)
ISF	702	1,309,982.09	771,188.23	1,629,714.75	1,348,604.83	281,109.92	538,793.86
ISF	703	(26,021.21)	818,654.21	359,576.46	604,501.62	(244,925.16)	(844,675.42)
ISF	704	-	-	-	-	-	-
ISF	705	-	-	-	-	-	-
ISF	761	473,881.96	3,077,242.17	2,029,545.34	2,252,459.22	(222,913.88)	(2,603,360.21)
Successor Agency	805	1,815,695.02	-	2,411,372.00	2,560,023.00	(148,651.00)	1,815,695.02
Special Revenue	810	3,263,131.91	769,937.00	22,324.32	29,336.00	(7,011.68)	2,493,194.91
Successor Agency	830	2,147,071.17	28,088,774.24	2,309,978.00	1,032,483.62	1,277,494.38	(25,941,703.07)
Capital Projects	840	5,440,748.10	78,768.59	510.46	1,573,617.04	(1,573,106.58)	5,361,979.51
Capital Projects	841	545,942.61	-	-	128.00	(128.00)	545,942.61
Successor Agency	850	9,850,046.95	-	23,391.48	389,781.11	(366,389.63)	9,850,046.95
Successor Agency	855	-	-	-	-	-	-
Successor Agency	856	-	-	-	-	-	-
Successor Agency	857	-	-	-	-	-	-

Fund Analysis 2021-22

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
General Fund	001	13,606,657.33	5,270,829.56	25,557,067.88	25,926,561.55	(369,493.67)	8,335,827.77
General Fund	002	347,494.78	391,817.70	567,347.39	578,411.39	(11,064.00)	(44,322.92)
General Fund	003	-	-	-	-	-	-
General Fund	005	1,522,659.69	-	250,000.00	9,135.00	240,865.00	1,522,659.69
Special Revenue	100	58,923.29	142,318.65	1,529,510.23	1,578,257.00	(48,746.77)	(83,395.36)
Special Revenue	101	1,058,399.57	444,562.73	1,210,444.15	2,014,413.73	(803,969.58)	613,836.84
Special Revenue	102	766,712.80	5,918.00	640,858.80	719,475.62	(78,616.82)	760,794.80
Special Revenue	103	-	-	-	-	-	-
Special Revenue	104	-	-	-	-	-	-
Special Revenue	110	7,281.61	56,655.74	146,577.46	316,472.21	(169,894.75)	(49,374.13)
Special Revenue	111	93,307.10	13,076.60	35,117.14	152,068.05	(116,950.91)	80,230.50
Special Revenue	132	440,419.66	-	190,968.51	3,199.00	187,769.51	440,419.66
Special Revenue	140	1,852.38	-	41.59	5,472.00	(5,430.41)	1,852.38
Special Revenue	148	275,157.05	264,131.10	24,805.67	26,952.83	(2,147.16)	11,025.95
Special Revenue	150	-	-	-	-	-	-
Special Revenue	200	38,930.78	7,525.48	5,593.54	16,750.07	(11,156.53)	31,405.30
Special Revenue	201	48,429.76	18.01	4,258.34	5,625.57	(1,367.23)	48,411.75
Special Revenue	202	-	-	-	-	-	-
Special Revenue	203	4,023.45	-	1,468.33	715.00	753.33	4,023.45
Fiduciary	221	29,981.30	-	-	-	-	29,981.30
Special Revenue	222	871,255.84	871,255.84	2,572,025.56	2,572,025.56	-	-
General Fund	300	6,050.69	-	(44.30)	-	(44.30)	6,050.69
Fiduciary	360	36,864.26	-	(269.96)	-	(269.96)	36,864.26
Fiduciary	365	76,223.97	19,957.53	(558.16)	-	(558.16)	56,266.44
Fiduciary	370	31,193.15	197.35	(199.04)	34,049.62	(34,248.66)	30,995.80
Fiduciary	375	392,243.29	17,656.12	192,870.07	193,454.50	(584.43)	374,587.17
Fiduciary	376	48,191.57	40,000.00	(352.87)	-	(352.87)	8,191.57
Capital Projects	400	227,479.55	-	6,696.07	123.00	6,573.07	227,479.55

Fund Analysis 2021-22

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
Capital Projects	410	1,291,756.27	-	(4,285.88)	123.00	(4,408.88)	1,291,756.27
Capital Projects	420	1,896,125.06	-	3,181.84	7,805.50	(4,623.66)	1,896,125.06
Capital Projects	421	-	-	-	-	-	-
Capital Projects	430	521,209.69	-	(221.73)	4,244.00	(4,465.73)	521,209.69
Capital Projects	441	-	-	-	-	-	-
Special Revenue	444	397,234.65	-	(2,908.85)	110.00	(3,018.85)	397,234.65
Capital Projects	451	193,888.53	-	25,296.17	2,411.00	22,885.17	193,888.53
Capital Projects	470	681,694.84	47,721.19	133.70	82.00	51.70	633,973.65
Capital Projects	480	-	-	-	-	-	-
Capital Projects	481	-	-	-	-	-	-
Airport	600	2,776,902.49	249,562.37	695,933.72	461,485.73	234,447.99	2,527,340.12
Transit	610	1,087,549.75	1,871,188.83	1,909,525.33	1,735,637.16	173,888.17	(783,639.08)
Water	660	76,303,708.34	4,265,704.12	15,442,698.64	10,570,840.30	4,871,858.34	72,038,004.22
Water	661	4,683,877.59	18,128.63	232,436.48	49,260.55	183,175.93	4,665,748.96
Water	662	1,345,873.17	2,472.46	(9,855.17)	-	(9,855.17)	1,343,400.71
Water	663	1,582,682.92	(0.01)	30,023.60	50.00	29,973.60	1,582,682.93
Water	669	660,944.07	21,260,374.08	1,965,517.78	805,162.50	1,160,355.28	(20,599,430.01)
Electric	670	86,286,735.84	11,397,421.24	41,147,186.65	33,362,123.06	7,785,063.59	74,889,314.60
Electric	672	6,549,849.15	-	(47,961.34)	-	(47,961.34)	6,549,849.15
Electric	673	(5,775,778.36)	1,704,397.32	2,543,600.99	10,577,503.71	(8,033,902.72)	(7,480,175.68)
Electric	674	673,586.07	24,238.13	274,575.73	7,496.89	267,078.84	649,347.94
Electric	675	1,355,576.31	23,894.89	768,784.02	610,310.16	158,473.86	1,331,681.42
Electric	678	1,766,226.66	25,998,060.48	2,432,566.07	1,116,867.17	1,315,698.90	(24,231,833.82)
Wastewater	680	15,745,609.61	1,432,912.65	4,885,530.24	4,168,252.07	717,278.17	14,312,696.96
Wastewater	681	10,318,298.13	-	22,144.86	18,334.00	3,810.86	10,318,298.13
Wastewater	682	7,088,859.86	-	300,511.11	-	300,511.11	7,088,859.86
Wastewater	683	2,232,322.48	10,606.60	250.23	173,166.92	(172,916.69)	2,221,715.88
Wastewater	685	518,961.43	-	(3,900.68)	-	(3,900.68)	518,961.43

Fund Analysis 2021-22

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
Wastewater	687	-	-	-	-	-	-
Wastewater	689	225,011.26	3,682,130.87	402,776.05	60,340.31	342,435.74	(3,457,119.61)
Refuse	690	6,126,154.38	548,975.99	5,672,345.32	1,223,287.35	4,449,057.97	5,577,178.39
ISF	700	118,730.97	2,954,059.99	2,711,443.42	4,103,195.60	(1,391,752.18)	(2,835,329.02)
ISF	702	1,551,631.10	926,138.58	1,750,460.86	1,637,421.20	113,039.66	625,492.52
ISF	703	83,676.20	1,116,865.35	388,086.74	556,404.47	(168,317.73)	(1,033,189.15)
ISF	704	-	-	-	-	-	-
ISF	705	-	-	-	-	-	-
ISF	761	321,727.44	2,351,786.50	2,038,258.61	1,627,109.46	411,149.15	(2,030,059.06)
Successor Agency	805	1,677,135.02	-	2,261,732.00	2,400,292.00	(138,560.00)	1,677,135.02
Special Revenue	810	2,976,050.24	1,140,785.48	189,235.91	586,046.06	(396,810.15)	1,835,264.76
Successor Agency	830	2,016,875.27	26,553,904.66	2,150,246.00	1,006,693.32	1,143,552.68	(24,537,029.39)
Capital Projects	840	7,707,664.60	4,013,571.24	530.70	1,668,416.85	(1,667,886.15)	3,694,093.36
Capital Projects	841	545,814.61	-	-	128.00	(128.00)	545,814.61
Successor Agency	850	8,866,004.06	-	-	984,042.89	(984,042.89)	8,866,004.06
Successor Agency	855	-	-	-	-	-	-
Successor Agency	856	-	-	-	-	-	-
Successor Agency	857	-	-	-	-	-	-

Fund Analysis 2022-23

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
General Fund	001	7,644,004.25	4,409,074.79	24,103,238.73	29,293,950.63	(5,190,711.90)	3,234,929.46
General Fund	002	(472,938.35)	576,085.18	205,292.20	460,331.73	(255,039.53)	(1,049,023.53)
General Fund	003	-	-	-	-	-	-
General Fund	005	1,764,037.13	-	250,000.00	8,622.56	241,377.44	1,764,037.13
Special Revenue	100	95,898.54	241,284.42	2,010,475.25	2,072,465.77	(61,990.52)	(145,385.88)
Special Revenue	101	1,485,173.42	152,434.16	1,189,616.72	470,714.30	718,902.42	1,332,739.26
Special Revenue	102	716,025.88	192,422.56	689,097.77	926,289.25	(237,191.48)	523,603.32
Special Revenue	103	-	-	-	-	-	-
Special Revenue	104	-	-	-	-	-	-
Special Revenue	110	(111.49)	49,421.84	29,783.71	29,942.91	(159.20)	(49,533.33)
Special Revenue	111	85,189.61	8,334.95	146,303.83	149,679.67	(3,375.84)	76,854.66
Special Revenue	132	472,604.38	188,302.90	35,386.16	191,504.34	(156,118.18)	284,301.48
Special Revenue	140	1,870.81	-	18.43	-	18.43	1,870.81
Special Revenue	148	13,330.66	219.93	431,267.20	429,182.42	2,084.78	13,110.73
Special Revenue	150	-	89.32	-	89.32	(89.32)	(89.32)
Special Revenue	200	44,050.54	7,525.48	5,405.00	285.24	5,119.76	36,525.06
Special Revenue	201	53,313.05	18.01	6,808.34	1,925.05	4,883.29	53,295.04
Special Revenue	202	-	86.44	-	86.44	(86.44)	(86.44)
Special Revenue	203	5,265.92	-	1,534.19	291.72	1,242.47	5,265.92
Fiduciary	221	264,898.15	-	234,916.85	-	234,916.85	264,898.15
Special Revenue	222	4,078,246.26	4,078,246.26	538,140.69	538,140.69	-	-
General Fund	300	6,109.78	-	59.09	-	59.09	6,109.78
Fiduciary	360	37,230.70	-	366.44	-	366.44	37,230.70
Fiduciary	365	76,981.65	19,957.53	757.68	-	757.68	57,024.12
Fiduciary	370	191.85	-	313.92	31,117.87	(30,803.95)	191.85
Fiduciary	375	385,522.17	29,267.09	195,846.72	214,178.81	(18,332.09)	356,255.08
Fiduciary	376	310.00	-	310.00	8,191.57	(7,881.57)	310.00
Capital Projects	400	264,636.66	-	37,306.91	149.80	37,157.11	264,636.66

Fund Analysis 2022-23

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
Capital Projects	410	1,325,154.71	-	33,548.24	149.80	33,398.44	1,325,154.71
Capital Projects	420	1,998,165.25	-	110,143.75	8,103.56	102,040.19	1,998,165.25
Capital Projects	421	-	-	-	-	-	-
Capital Projects	430	543,218.38	-	22,192.89	184.20	22,008.69	543,218.38
Capital Projects	441	-	-	-	-	-	-
Special Revenue	444	401,057.39	-	3,949.50	126.76	3,822.74	401,057.39
Capital Projects	451	303,284.35	-	110,283.82	888.00	109,395.82	303,284.35
Capital Projects	470	701,830.10	48,229.47	20,135.26	508.28	19,626.98	653,600.63
Capital Projects	480	-	-	-	-	-	-
Capital Projects	481	-	-	-	-	-	-
Airport	600	2,580,717.57	246,126.47	237,735.18	430,484.20	(192,749.02)	2,334,591.10
Transit	610	1,343,921.01	2,465,727.21	1,957,534.13	2,295,701.25	(338,167.12)	(1,121,806.20)
Water	660	82,879,472.73	5,312,734.31	16,892,579.12	11,344,661.53	5,547,917.59	77,566,738.42
Water	661	4,831,033.64	274,759.70	900,340.51	1,009,815.53	(109,475.02)	4,556,273.94
Water	662	1,359,251.38	2,472.46	13,378.21	-	13,378.21	1,356,778.92
Water	663	1,586,238.53	(0.01)	3,555.61	-	3,555.61	1,586,238.54
Water	669	614,470.88	19,995,618.74	1,967,897.33	749,615.18	1,218,282.15	(19,381,147.86)
Electric	670	90,524,283.35	11,013,248.91	39,666,503.04	35,332,118.05	4,334,384.99	79,511,034.44
Electric	672	6,614,955.72	-	65,106.57	-	65,106.57	6,614,955.72
Electric	673	(3,188,469.71)	9,302,425.12	2,894,200.24	7,904,919.39	(5,010,719.15)	(12,490,894.83)
Electric	674	670,724.60	24,238.13	20,117.15	22,978.62	(2,861.47)	646,486.47
Electric	675	1,056,437.47	29,211.99	721,813.96	1,026,269.90	(304,455.94)	1,027,225.48
Electric	678	1,651,453.65	24,504,681.71	2,431,497.96	1,052,892.20	1,378,605.76	(22,853,228.06)
Wastewater	680	17,540,316.02	2,040,258.49	5,229,075.72	4,173,989.67	1,055,086.05	15,500,057.53
Wastewater	681	10,595,161.51	-	276,863.38	-	276,863.38	10,595,161.51
Wastewater	682	7,565,989.88	-	477,130.02	-	477,130.02	7,565,989.88
Wastewater	683	2,188,753.58	6,470.60	250.26	39,683.16	(39,432.90)	2,182,282.98
Wastewater	685	524,120.00	-	5,158.57	-	5,158.57	524,120.00

Fund Analysis 2022-23

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Net Income	Ending Fund Balances
Wastewater	687	-	-	-	-	-	-
Wastewater	689	230,029.58	3,449,686.18	293,783.32	56,320.31	237,463.01	(3,219,656.60)
Refuse	690	5,623,199.71	4,580,681.21	1,162,967.30	1,481,592.30	(318,625.00)	1,042,518.50
ISF	700	77,325.50	5,407,812.66	2,816,796.21	5,311,954.35	(2,495,158.14)	(5,330,487.16)
ISF	702	1,194,026.20	1,038,056.42	1,665,147.50	2,134,670.24	(469,522.74)	155,969.78
ISF	703	210,633.52	1,373,224.83	621,727.68	751,129.84	(129,402.16)	(1,162,591.31)
ISF	704	-	-	-	-	-	-
ISF	705	-	-	-	-	-	-
ISF	761	765,568.70	2,569,080.72	2,480,186.38	2,253,639.34	226,547.04	(1,803,512.02)
Successor Agency	805	1,869,623.18	-	2,438,551.00	2,246,062.84	192,488.16	1,869,623.18
Special Revenue	810	2,450,179.66	766,880.09	374,262.15	526,227.34	(151,965.19)	1,683,299.57
Successor Agency	830	1,717,371.74	25,253,907.16	1,996,011.00	995,428.16	1,000,582.84	(23,536,535.42)
Capital Projects	840	7,687,172.62	4,190,415.17	587.32	197,923.23	(197,335.91)	3,496,757.45
Capital Projects	841	545,705.13	-	-	109.48	(109.48)	545,705.13
Successor Agency	850	(2,583,368.34)	-	1,500.00	250.64	1,249.36	(2,583,368.34)
Successor Agency	855	-	-	-	-	-	-
Successor Agency	856	-	-	-	-	-	-
Successor Agency	857	-	-	-	-	-	-

Fund Analysis 2023-24 YTD

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Encumbered	Net Income-BS	Net Income-IS	Current Fund Balances
General Fund	001	8,227,758.32	7,619,257.00	29,888,350.01	35,157,113.21	2,165,530.06	(3,103,233.14)	(5,268,763.20)	608,501.32
General Fund	002	(624,762.81)	437,578.45	231,385.43	281,541.66	36,838.50	(13,317.73)	(50,156.23)	(1,062,341.26)
General Fund	005	2,011,524.69	-	250,000.00	2,512.44	-	247,487.56	247,487.56	2,011,524.69
Special Revenue	100	(948,366.22)	183,744.97	1,463,668.04	2,617,062.03	166,668.68	(986,725.31)	(1,153,393.99)	(1,132,111.19)
Special Revenue	101	995,588.07	318,785.50	882,371.90	2,350,587.90	812,279.31	(655,936.69)	(1,468,216.00)	676,802.57
Special Revenue	102	634,319.40	192,422.56	665,894.37	1,511,227.92	763,627.07	(81,706.48)	(845,333.55)	441,896.84
Special Revenue	110	(84,246.96)	607.66	55,960.57	91,291.46	9.60	(35,321.29)	(35,330.89)	(84,854.62)
Special Revenue	111	82,047.92	3,880.41	147,735.20	173,362.27	26,939.92	1,312.85	(25,627.07)	78,167.51
Special Revenue	132	319,299.42	-	53,522.42	18,524.48	-	34,997.94	34,997.94	319,299.42
Special Revenue	140	1,934.75	-	63.94	-	-	63.94	63.94	1,934.75
Special Revenue	148	186,006.80	186,378.89	7,568.92	21,051.74	-	(13,482.82)	(13,482.82)	(372.09)
Special Revenue	150	(117.84)	-	-	28.52	-	(28.52)	(28.52)	(117.84)
Special Revenue	200	46,948.83	7,525.48	4,204.25	1,305.96	-	2,898.29	2,898.29	39,423.35
Special Revenue	201	64,275.40	18.01	13,027.27	2,064.92	-	10,962.35	10,962.35	64,257.39
Special Revenue	202	(114.96)	-	-	28.52	-	(28.52)	(28.52)	(114.96)
Special Revenue	203	6,766.27	-	1,699.71	199.36	-	1,500.35	1,500.35	6,766.27
Fiduciary	221	590,693.33	-	325,795.18	-	-	325,795.18	325,795.18	590,693.33
Special Revenue	222	1,776,599.02	1,854,336.72	2,213,141.43	2,364,813.59	73,934.46	(77,737.70)	(151,672.16)	(77,737.70)
General Fund	300	6,109.78	-	-	-	-	-	-	6,109.78
Fiduciary	360	38,502.95	-	1,272.25	-	-	1,272.25	1,272.25	38,502.95
Fiduciary	365	79,612.27	19,957.53	2,630.62	-	-	2,630.62	2,630.62	59,654.74
Fiduciary	370	-	-	-	191.85	-	(191.85)	(191.85)	-
Fiduciary	375	385,702.28	29,235.20	188,737.67	188,525.67	-	212.00	212.00	356,467.08
Fiduciary	376	-	-	-	310.00	-	(310.00)	(310.00)	-
Capital Projects	400	307,049.19	-	42,606.41	193.88	-	42,412.53	42,412.53	307,049.19
Capital Projects	410	1,449,644.69	-	124,700.94	210.96	-	124,489.98	124,489.98	1,449,644.69

Fund Analysis 2023-24 YTD

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Encumbered	Net Income-BS	Net Income-IS	Current Fund Balances
Capital Projects	420	2,154,518.37	4,563.60	159,348.68	9,695.56	2,136.40	151,789.52	149,653.12	2,149,954.77
Capital Projects	430	509,487.28	7,264.48	122,015.93	163,877.43	865.92	(40,995.58)	(41,861.50)	502,222.80
Special Revenue	444	414,624.61	-	13,704.06	136.84	-	13,567.22	13,567.22	414,624.61
Capital Projects	451	301,746.90	-	292,448.67	293,986.12	-	(1,537.45)	(1,537.45)	301,746.90
Capital Projects	470	687,680.51	-	34,168.28	88.40	-	34,079.88	34,079.88	687,680.51
Airport	600	2,483,039.07	245,420.50	215,666.33	314,603.86	1,965.00	(96,972.53)	(98,937.53)	2,237,618.57
Transit	610	(2,981,389.10)	2,709,164.08	2,229,865.95	9,239,538.66	2,440,925.73	(4,568,746.98)	(7,009,672.71)	(5,690,553.18)
Water	660	85,248,890.50	5,608,234.11	14,382,041.64	14,182,625.98	1,874,502.31	2,073,917.97	199,415.66	79,640,656.39
Water	661	3,350,087.58	12,443.99	690,547.59	2,405,975.83	496,797.89	(1,218,630.35)	(1,715,428.24)	3,337,643.59
Water	662	1,405,699.95	2,472.46	46,448.57	-	-	46,448.57	46,448.57	1,403,227.49
Water	663	1,592,272.18	(0.01)	6,033.65	-	-	6,033.65	6,033.65	1,592,272.19
Water	669	62,233.54	19,860,405.06	1,459,258.18	1,876,281.84	-	(417,023.66)	(417,023.66)	(19,798,171.52)
Electric	670	88,452,703.52	11,515,362.61	34,554,276.22	37,397,375.47	269,405.72	(2,573,693.53)	(2,843,099.25)	76,937,340.91
Electric	672	6,841,003.11	-	226,047.39	-	-	226,047.39	226,047.39	6,841,003.11
Electric	673	(14,881,593.68)	332,598.72	1,105,223.44	5,310,278.40	1,481,757.39	(2,723,297.57)	(4,205,054.96)	(15,214,192.40)
Electric	674	698,605.13	24,238.13	27,880.53	-	-	27,880.53	27,880.53	674,367.00
Electric	675	1,243,386.06	24,700.52	719,461.02	760,219.84	232,218.88	191,460.06	(40,758.82)	1,218,685.54
Electric	678	1,528,833.46	24,346,032.08	2,422,400.78	2,386,371.34	-	36,029.44	36,029.44	(22,817,198.62)
Wastewater	680	21,595,983.56	2,416,943.07	8,118,032.17	4,755,878.09	316,828.88	3,678,982.96	3,362,154.08	19,179,040.49
Wastewater	681	11,078,781.74	12,413.68	514,199.64	1,224,622.00	1,181,628.91	471,206.55	(710,422.36)	11,066,368.06
Wastewater	682	8,181,508.45	-	615,518.57	-	-	615,518.57	615,518.57	8,181,508.45
Wastewater	683	2,186,690.56	6,470.60	250.61	3,933.38	1,619.75	(2,063.02)	(3,682.77)	2,180,219.96
Wastewater	685	542,030.31	-	17,910.31	-	-	17,910.31	17,910.31	542,030.31
Wastewater	689	72,974.34	3,442,226.49	135,114.76	284,810.31	100.00	(149,595.55)	(149,695.55)	(3,369,252.15)
Refuse	690	(31,204.36)	510.00	-	1,074,232.86	-	(1,074,232.86)	(1,074,232.86)	(31,714.36)
ISF	700	(4,298,229.60)	2,927,950.06	4,421,547.67	6,319,740.17	2,500.00	(1,895,692.50)	(1,898,192.50)	(7,226,179.66)

Fund Analysis 2023-24 YTD

Fund Type	Fund	Assets	Liabilities	Revenues	Expenses	Encumbered	Net Income-BS	Net Income-IS	Current Fund Balances
ISF	702	1,905,154.51	1,031,408.81	2,583,316.44	2,068,395.80	202,855.28	717,775.92	514,920.64	873,745.70
ISF	703	(1,194,036.39)	759,269.31	1,186,056.56	2,087,637.82	110,866.87	(790,714.39)	(901,581.26)	(1,953,305.70)
ISF	704	1,180,220.15	32,856.04	1,663,200.29	651,703.11	135,866.93	1,147,364.11	1,011,497.18	1,147,364.11
ISF	705	(297,893.30)	81,695.31	1,554,084.24	2,078,960.86	145,288.01	(379,588.61)	(524,876.62)	(379,588.61)
ISF	761	920,682.37	2,394,793.32	2,849,692.84	2,590,791.94	70,500.17	329,401.07	258,900.90	(1,474,110.95)
Successor Agency	805	1,903,029.06	-	2,455,366.00	2,421,960.12	-	33,405.88	33,405.88	1,903,029.06
Special Revenue	810	2,750,909.24	1,750,687.15	65,726.78	821,617.33	72,813.07	(683,077.48)	(755,890.55)	1,000,222.09
Successor Agency	830	1,613,204.12	25,242,797.17	2,171,886.00	2,264,943.63	-	(93,057.63)	(93,057.63)	(23,629,593.05)
Capital Projects	840	3,608,638.11	183,544.63	386.05	72,050.02	-	(71,663.97)	(71,663.97)	3,425,093.48
Capital Projects	841	545,659.53	-	-	45.60	-	(45.60)	(45.60)	545,659.53
Successor Agency	850	(2,569,000.34)	-	19,500.00	5,132.00	-	14,368.00	14,368.00	(2,569,000.34)

FY 2017-18 Budget Analysis

Fund Type	Fund	FY 2017-18 Adopted Budget Net Income	FY 2017-18 Amended Budget Net Income	FY 2017-18 Ending Net Income	FY 2017-18 Adopted vs Amended Variance	FY 2017-18 Adopted vs Actual Variance	FY 2017-18 Amended vs Actual Variance
General Fund	001	(31,891.00)	(2,984,537.00)	(1,342,176.61)	(2,952,646.00)	(1,310,285.61)	1,642,360.39
General Fund	002	-	(51,666.00)	-	(51,666.00)	-	51,666.00
General Fund	003	(20,469.00)	(20,469.00)	342,276.62	-	362,745.62	362,745.62
General Fund	005	229,165.00	191,981.00	245,160.00	(37,184.00)	15,995.00	53,179.00
Special Revenue	100	(70,317.00)	(225,510.00)	(96,703.83)	(155,193.00)	(26,386.83)	128,806.17
Special Revenue	101	(743,185.00)	(1,510,940.00)	432,564.50	(767,755.00)	1,175,749.50	1,943,504.50
Special Revenue	102	-	1,118.00	181,771.64	1,118.00	181,771.64	180,653.64
Special Revenue	103	200.00	250.00	589.61	50.00	389.61	339.61
Special Revenue	104	-	1.00	-	1.00	-	(1.00)
Special Revenue	110	-	-	(891.06)	-	(891.06)	(891.06)
Special Revenue	111	27,021.00	(153,330.00)	20,424.55	(180,351.00)	(6,596.45)	173,754.55
Special Revenue	132	34,300.00	34,300.00	37,358.31	-	3,058.31	3,058.31
Special Revenue	140	-	-	233,920.42	-	233,920.42	233,920.42
Special Revenue	148	-	(83,480.00)	1,804.46	(83,480.00)	1,804.46	85,284.46
Special Revenue	150	-	-	7.74	-	7.74	7.74
Special Revenue	200	-	-	1,637.02	-	1,637.02	1,637.02
Special Revenue	201	(5,700.00)	(3,309.00)	(2,098.77)	2,391.00	3,601.23	1,210.23
Special Revenue	202	-	-	40.65	-	40.65	40.65
Special Revenue	203	-	-	(228.76)	-	(228.76)	(228.76)
Fiduciary	221	-	-	-	-	-	-
Special Revenue	222	-	-	-	-	-	-
General Fund	300	-	-	228.64	-	228.64	228.64
Fiduciary	360	60.00	124.00	290.23	64.00	230.23	166.23
Fiduciary	365	120.00	255.00	608.01	135.00	488.01	353.01
Fiduciary	370	50.00	(25,724.00)	6,427.68	(25,774.00)	6,377.68	32,151.68
Fiduciary	375	-	-	(17,151.63)	-	(17,151.63)	(17,151.63)
Fiduciary	376	120.00	161.00	379.44	41.00	259.44	218.44
Capital Projects	400	25.00	1,713.00	1,815.46	1,688.00	1,790.46	102.46
Capital Projects	410	1,600.00	1,600.00	10,695.30	-	9,095.30	9,095.30
Capital Projects	420	950.00	(103,640.00)	4,262.17	(104,590.00)	3,312.17	107,902.17
Capital Projects	421	150.00	284.00	668.76	134.00	518.76	384.76
Capital Projects	430	800.00	(106,719.00)	(5,725.81)	(107,519.00)	(6,525.81)	100,993.19
Capital Projects	441	-	265,037.00	158,753.00	265,037.00	158,753.00	(106,284.00)
Special Revenue	444	700.00	1,327.00	3,129.24	627.00	2,429.24	1,802.24
Capital Projects	451	(116,828.00)	(133,883.00)	(3,625.32)	(17,055.00)	113,202.68	130,257.68
Capital Projects	470	50.00	(119,950.00)	4,513.09	(120,000.00)	4,463.09	124,463.09
Capital Projects	480	-	(1,097,207.00)	(1,074,253.15)	(1,097,207.00)	(1,074,253.15)	22,953.85
Capital Projects	481	-	-	3,996.79	-	3,996.79	3,996.79
Airport	600	(5,980.00)	(1,636.00)	(71,377.11)	4,344.00	(65,397.11)	(69,741.11)

FY 2017-18 Budget Analysis

		FY 2017-18	FY 2017-18	FY 2017-18	FY 2017-18	FY 2017-18	FY 2017-18
Fund Type	Fund	Adopted Budget Net Income	Amended Budget Net Income	Ending Net Income	Adopted vs Amended Variance	Adopted vs Actual Variance	Amended vs Actual Variance
Transit	610	(37,549.00)	(992,135.00)	315,729.74	(954,586.00)	353,278.74	1,307,864.74
Water	660	(1,696,722.00)	(2,227,260.00)	551,104.91	(530,538.00)	2,247,826.91	2,778,364.91
Water	661	(1,030,613.00)	(3,461,352.00)	(64,474.71)	(2,430,739.00)	966,138.29	3,396,877.29
Water	662	(72,500.00)	1,596,385.00	(70,258.89)	1,668,885.00	2,241.11	(1,666,643.89)
Water	663	(297,100.00)	(3,075,632.00)	10,143.91	(2,778,532.00)	307,243.91	3,085,775.91
Water	669	(1,100.00)	(2,329.00)	1,480,090.00	(1,229.00)	1,481,190.00	1,482,419.00
Electric	670	1,137,307.00	447,081.00	43,067.08	(690,226.00)	(1,094,239.92)	(404,013.92)
Electric	672	(96,389.00)	(96,389.00)	51,568.61	-	147,957.61	147,957.61
Electric	673	(1,313,461.00)	(5,867,379.00)	(2,059,504.26)	(4,553,918.00)	(746,043.26)	3,807,874.74
Electric	674	(1,461,950.00)	(3,878,783.00)	(963,682.81)	(2,416,833.00)	498,267.19	2,915,100.19
Electric	675	(15,629.00)	(17,646.00)	62,818.59	(2,017.00)	78,447.59	80,464.59
Electric	678	(600.00)	(600.00)	2,229,775.05	-	2,230,375.05	2,230,375.05
Wastewater	680	77,630.00	(639,741.00)	(471,397.38)	(717,371.00)	(549,027.38)	168,343.62
Wastewater	681	(787,000.00)	(1,516,102.00)	9,024.91	(729,102.00)	796,024.91	1,525,126.91
Wastewater	682	362,500.00	(4,017,959.00)	377,448.55	(4,380,459.00)	14,948.55	4,395,407.55
Wastewater	683	(1,498,700.00)	(1,968,847.00)	6,820.07	(470,147.00)	1,505,520.07	1,975,667.07
Wastewater	685	9,611.00	10,136.00	285,240.11	525.00	275,629.11	275,104.11
Wastewater	687	-	-	(25,530.89)	-	(25,530.89)	(25,530.89)
Wastewater	689	500.00	500.00	234,626.94	-	234,126.94	234,126.94
Refuse	690	(62,047.00)	(87,226.00)	46,548.82	(25,179.00)	108,595.82	133,774.82
ISF	700	(512,512.00)	(519,012.00)	(488,363.66)	(6,500.00)	24,148.34	30,648.34
ISF	702	1,250.00	(147,686.00)	111,579.76	(148,936.00)	110,329.76	259,265.76
ISF	703	300.00	(5,990.00)	(84,248.68)	(6,290.00)	(84,548.68)	(78,258.68)
ISF	704	-	-	-	-	-	-
ISF	705	-	-	-	-	-	-
ISF	761	-	(144,054.00)	(169,196.38)	(144,054.00)	(169,196.38)	(25,142.38)
Successor Agency	805	-	-	379,016.86	-	379,016.86	379,016.86
Special Revenue	810	965,002.00	965,002.00	4,569.83	-	(960,432.17)	(960,432.17)
Successor Agency	830	71,835.00	71,835.00	1,063,415.58	-	991,580.58	991,580.58
Capital Projects	840	-	-	-	-	-	-
Capital Projects	841	-	-	-	-	-	-
Successor Agency	850	-	-	(11,421.24)	-	(11,421.24)	(11,421.24)
Successor Agency	855	4,313.00	(5,515,863.00)	(130,541.72)	(5,520,176.00)	(134,854.72)	5,385,321.28
Successor Agency	856	33,274.00	(278,499.00)	(71,162.07)	(311,773.00)	(104,436.07)	207,336.93
Successor Agency	857	900.00	900.00	82,615.93	-	81,715.93	81,715.93

FY 2018-19 Budget Analysis

Fund Type	Fund	FY 2018-19 Adopted Budget Net Income	FY 2018-19 Amended Budget Net Income	FY 2018-19 Ending Net Income	FY 2018-19 Adopted vs Amended Variance	FY 2018-19 Adopted vs Actual Variance	FY 2018-19 Amended vs Actual Variance
General Fund	001	109,228.00	(2,016,288.00)	644,386.80	(2,125,516.00)	535,158.80	2,660,674.80
General Fund	002	-	(126,946.00)	-	(126,946.00)	-	126,946.00
General Fund	003	-	-	-	-	-	-
General Fund	005	467,980.00	466,814.00	241,565.00	(1,166.00)	(226,415.00)	(225,249.00)
Special Revenue	100	(670,842.00)	(2,448,536.00)	(85,409.19)	(1,777,694.00)	585,432.81	2,363,126.81
Special Revenue	101	(4,601,000.00)	(4,958,838.00)	32,355.02	(357,838.00)	4,633,355.02	4,991,193.02
Special Revenue	102	-	-	529,775.31	-	529,775.31	529,775.31
Special Revenue	103	-	-	1,675.64	-	1,675.64	1,675.64
Special Revenue	104	-	-	-	-	-	-
Special Revenue	110	-	(350,092.00)	19,984.60	(350,092.00)	19,984.60	370,076.60
Special Revenue	111	20,286.00	(212,298.00)	(24,569.24)	(232,584.00)	(44,855.24)	187,728.76
Special Revenue	132	72,500.00	73,900.00	40,548.60	1,400.00	(31,951.40)	(33,351.40)
Special Revenue	140	-	-	21,847.48	-	21,847.48	21,847.48
Special Revenue	148	-	(218,044.00)	7,238.81	(218,044.00)	7,238.81	225,282.81
Special Revenue	150	-	-	22.01	-	22.01	22.01
Special Revenue	200	-	(3,600.00)	155.82	(3,600.00)	155.82	3,755.82
Special Revenue	201	-	-	2,878.25	-	2,878.25	2,878.25
Special Revenue	202	-	-	115.53	-	115.53	115.53
Special Revenue	203	-	(1,284.00)	720.88	(1,284.00)	720.88	2,004.88
Fiduciary	221	-	-	-	-	-	-
Special Revenue	222	-	-	-	-	-	-
General Fund	300	-	-	78.29	-	78.29	78.29
Fiduciary	360	250.00	250.00	824.86	-	574.86	574.86
Fiduciary	365	510.00	510.00	1,705.55	-	1,195.55	1,195.55
Fiduciary	370	-	-	13,253.30	-	13,253.30	13,253.30
Fiduciary	375	-	-	2,588.81	-	2,588.81	2,588.81
Fiduciary	376	340.00	340.00	1,078.33	-	738.33	738.33
Capital Projects	400	-	-	2,978.19	-	2,978.19	2,978.19
Capital Projects	410	6,000.00	6,000.00	26,837.12	-	20,837.12	20,837.12
Capital Projects	420	4,000.00	8,300.00	11,425.44	4,300.00	7,425.44	3,125.44
Capital Projects	421	600.00	1,302.00	1,900.54	702.00	1,300.54	598.54
Capital Projects	430	(797,200.00)	(805,256.00)	(164,252.31)	(8,056.00)	632,947.69	641,003.69
Capital Projects	441	-	-	-	-	-	-
Special Revenue	444	2,900.00	6,086.00	8,893.22	3,186.00	5,993.22	2,807.22
Capital Projects	451	-	(89,080.00)	2,155.96	(89,080.00)	2,155.96	91,235.96
Capital Projects	470	-	-	11,631.24	-	11,631.24	11,631.24
Capital Projects	480	-	-	(7,757,463.67)	-	(7,757,463.67)	(7,757,463.67)
Capital Projects	481	-	-	(541,797.76)	-	(541,797.76)	(541,797.76)
Airport	600	(35,656.00)	35,932.00	(137,049.30)	71,588.00	(101,393.30)	(172,981.30)

FY 2018-19 Budget Analysis

		FY 2018-19	FY 2018-19	FY 2018-19	FY 2018-19	FY 2018-19	FY 2018-19
Fund Type	Fund	Adopted Budget Net Income	Amended Budget Net Income	Ending Net Income	Adopted vs Amended Variance	Adopted vs Actual Variance	Amended vs Actual Variance
Transit	610	297,230.00	4,120.00	(486,621.00)	(293,110.00)	(783,851.00)	(490,741.00)
Water	660	(2,458,316.00)	(832,558.00)	2,469,403.90	1,625,758.00	4,927,719.90	3,301,961.90
Water	661	(5,037,000.00)	(5,165,796.00)	(5,977.47)	(128,796.00)	5,031,022.53	5,159,818.53
Water	662	-	(56,800.00)	189,481.06	(56,800.00)	189,481.06	246,281.06
Water	663	7,000.00	(799,434.00)	(205,669.36)	(806,434.00)	(212,669.36)	593,764.64
Water	669	-	1,200.00	827,330.80	1,200.00	827,330.80	826,130.80
Electric	670	647,256.00	(275,296.00)	2,708,607.30	(922,552.00)	2,061,351.30	2,983,903.30
Electric	672	(4,158,000.00)	(4,158,000.00)	146,555.90	-	4,304,555.90	4,304,555.90
Electric	673	(13,330,310.00)	(16,633,502.00)	(654,921.99)	(3,303,192.00)	12,675,388.01	15,978,580.01
Electric	674	(3,254,000.00)	(6,130,606.00)	(439,155.85)	(2,876,606.00)	2,814,844.15	5,691,450.15
Electric	675	214,018.00	(310,904.00)	125,496.43	(524,922.00)	(88,521.57)	436,400.43
Electric	678	-	-	1,136,962.44	-	1,136,962.44	1,136,962.44
Wastewater	680	(1,686,046.00)	(2,023,826.00)	(656,007.11)	(337,780.00)	1,030,038.89	1,367,818.89
Wastewater	681	172,000.00	265,000.00	252,382.91	93,000.00	80,382.91	(12,617.09)
Wastewater	682	456,148.00	502,948.00	481,498.75	46,800.00	25,350.75	(21,449.25)
Wastewater	683	8,000.00	(448,816.00)	9,665.87	(456,816.00)	1,665.87	458,481.87
Wastewater	685	-	4,400.00	299,193.69	4,400.00	299,193.69	294,793.69
Wastewater	687	-	-	(25,530.89)	-	(25,530.89)	(25,530.89)
Wastewater	689	-	-	177,068.64	-	177,068.64	177,068.64
Refuse	690	305,922.00	224,940.00	134,031.79	(80,982.00)	(171,890.21)	(90,908.21)
ISF	700	132,776.00	132,516.00	(1,463,797.26)	(260.00)	(1,596,573.26)	(1,596,313.26)
ISF	702	9,694.00	(169,596.00)	(132,001.98)	(179,290.00)	(141,695.98)	37,594.02
ISF	703	700.00	(49,330.00)	(61,167.85)	(50,030.00)	(61,867.85)	(11,837.85)
ISF	704	-	-	-	-	-	-
ISF	705	-	-	-	-	-	-
ISF	761	-	(297,484.00)	(448,860.43)	(297,484.00)	(448,860.43)	(151,376.43)
Successor Agency	805	1,052,742.00	1,052,742.00	(468,935.00)	-	(1,521,677.00)	(1,521,677.00)
Special Revenue	810	(7,650.00)	(770,230.00)	23,491.17	(762,580.00)	31,141.17	793,721.17
Successor Agency	830	7,650.00	7,650.00	1,650,521.45	-	1,642,871.45	1,642,871.45
Capital Projects	840	(11,716,000.00)	(11,835,920.00)	7,684,349.28	(119,920.00)	19,400,349.28	19,520,269.28
Capital Projects	841	4,000.00	4,000.00	546,070.61	-	542,070.61	542,070.61
Successor Agency	850	-	-	(10,501.21)	-	(10,501.21)	(10,501.21)
Successor Agency	855	-	(411,996.00)	(764,680.94)	(411,996.00)	(764,680.94)	(352,684.94)
Successor Agency	856	-	(237,378.00)	(70,824.86)	(237,378.00)	(70,824.86)	166,553.14
Successor Agency	857	-	-	1,211.85	-	1,211.85	1,211.85

FY 2019-20 Budget Analysis

		FY 2019-20	FY 2019-20	FY 2019-20	FY 2019-20	FY 2019-20	FY 2019-20
Fund Type	Fund	Adopted Budget Net Income	Amended Budget Net Income	Ending Net Income	Adopted vs Amended Variance	Adopted vs Actual Variance	Amended vs Actual Variance
General Fund	001	(1,147,998.00)	(582,706.00)	(1,564,893.19)	565,292.00	(416,895.19)	(982,187.19)
General Fund	002	-	-	-	-	-	-
General Fund	003	-	-	-	-	-	-
General Fund	005	467,620.00	467,620.00	241,047.50	-	(226,572.50)	(226,572.50)
Special Revenue	100	(772,546.00)	(5,978,298.00)	(404,623.63)	(5,205,752.00)	367,922.37	5,573,674.37
Special Revenue	101	27,500.00	(4,600,918.00)	(601,606.23)	(4,628,418.00)	(629,106.23)	3,999,311.77
Special Revenue	102	-	(962,032.00)	56,602.80	(962,032.00)	56,602.80	1,018,634.80
Special Revenue	103	-	384.00	(74,362.45)	384.00	(74,362.45)	(74,746.45)
Special Revenue	104	-	-	-	-	-	-
Special Revenue	110	-	(313,958.00)	(40,246.78)	(313,958.00)	(40,246.78)	273,711.22
Special Revenue	111	20,664.00	(369,154.00)	(87,290.58)	(389,818.00)	(107,954.58)	281,863.42
Special Revenue	132	73,600.00	(76,002.00)	38,743.45	(149,602.00)	(34,856.55)	114,745.45
Special Revenue	140	-	-	(25,115.01)	-	(25,115.01)	(25,115.01)
Special Revenue	148	-	(56,522.00)	3,682.28	(56,522.00)	3,682.28	60,204.28
Special Revenue	150	-	-	(977.02)	-	(977.02)	(977.02)
Special Revenue	200	-	500.00	8,326.48	500.00	8,326.48	7,826.48
Special Revenue	201	-	936.00	6,618.78	936.00	6,618.78	5,682.78
Special Revenue	202	-	28.00	(5,127.60)	28.00	(5,127.60)	(5,155.60)
Special Revenue	203	-	-	1,526.77	-	1,526.77	1,526.77
Fiduciary	221	-	-	-	-	-	-
Special Revenue	222	-	-	-	-	-	-
General Fund	300	-	52.00	119.27	52.00	119.27	67.27
Fiduciary	360	250.00	250.00	515.00	-	265.00	265.00
Fiduciary	365	510.00	510.00	1,064.87	-	554.87	554.87
Fiduciary	370	-	-	(12,373.62)	-	(12,373.62)	(12,373.62)
Fiduciary	375	-	-	(8.94)	-	(8.94)	(8.94)
Fiduciary	376	340.00	340.00	673.25	-	333.25	333.25
Capital Projects	400	-	6,042.00	3,323.61	6,042.00	3,323.61	(2,718.39)
Capital Projects	410	6,000.00	15,168.00	18,942.88	9,168.00	12,942.88	3,774.88
Capital Projects	420	3,500.00	(792,648.00)	(39,254.12)	(796,148.00)	(42,754.12)	753,393.88
Capital Projects	421	620.00	620.00	(84,342.60)	-	(84,962.60)	(84,962.60)
Capital Projects	430	2,800.00	(44,740.00)	4,922.44	(47,540.00)	2,122.44	49,662.44
Capital Projects	441	-	721,584.00	-	721,584.00	-	(721,584.00)
Special Revenue	444	2,900.00	2,900.00	5,552.50	-	2,652.50	2,652.50
Capital Projects	451	(710,000.00)	(774,124.00)	10,457.09	(64,124.00)	720,457.09	784,581.09
Capital Projects	470	-	-	(21,081.92)	-	(21,081.92)	(21,081.92)
Capital Projects	480	-	-	-	-	-	-
Capital Projects	481	-	-	-	-	-	-
Airport	600	(5,904.00)	7,544.00	(148,195.56)	13,448.00	(142,291.56)	(155,739.56)

FY 2019-20 Budget Analysis

Fund Type	Fund	FY 2019-20 Adopted Budget Net Income	FY 2019-20 Amended Budget Net Income	FY 2019-20 Ending Net Income	FY 2019-20 Adopted vs Amended Variance	FY 2019-20 Adopted vs Actual Variance	FY 2019-20 Amended vs Actual Variance
Transit	610	1,006,380.00	177,156.00	(153,179.35)	(829,224.00)	(1,159,559.35)	(330,335.35)
Water	660	(1,407,276.00)	(7,099,308.00)	1,045,255.03	(5,692,032.00)	2,452,531.03	8,144,563.03
Water	661	(2,788,626.00)	(7,173,260.00)	(102,470.61)	(4,384,634.00)	2,686,155.39	7,070,789.39
Water	662	10,200.00	(208,094.00)	(17,636.70)	(218,294.00)	(27,836.70)	190,457.30
Water	663	7,500.00	105,852.00	7,154.16	98,352.00	(345.84)	(98,697.84)
Water	669	-	-	1,053,368.44	-	1,053,368.44	1,053,368.44
Electric	670	(29,630.00)	(1,068,320.00)	311,336.28	(1,038,690.00)	340,966.28	1,379,656.28
Electric	672	42,000.00	42,000.00	91,502.84	-	49,502.84	49,502.84
Electric	673	(5,948,000.00)	(27,784,496.00)	(294,590.25)	(21,836,496.00)	5,653,409.75	27,489,905.75
Electric	674	(1,270,000.00)	(6,231,816.00)	(1,027,402.70)	(4,961,816.00)	242,597.30	5,204,413.30
Electric	675	550,430.00	49,476.00	53,811.60	(500,954.00)	(496,618.40)	4,335.60
Electric	678	-	-	1,187,992.48	-	1,187,992.48	1,187,992.48
Wastewater	680	(330,450.00)	(1,710,888.00)	(429,491.76)	(1,380,438.00)	(99,041.76)	1,281,396.24
Wastewater	681	173,720.00	173,720.00	159,011.61	-	(14,708.39)	(14,708.39)
Wastewater	682	468,992.00	485,044.00	426,343.23	16,052.00	(42,648.77)	(58,700.77)
Wastewater	683	8,000.00	(606,884.00)	(506,228.71)	(614,884.00)	(514,228.71)	100,655.29
Wastewater	685	-	-	(1,865.12)	-	(1,865.12)	(1,865.12)
Wastewater	687	-	-	(6,382.67)	-	(6,382.67)	(6,382.67)
Wastewater	689	-	-	523,155.48	-	523,155.48	523,155.48
Refuse	690	290,684.00	1,516,490.00	(2,192.20)	1,225,806.00	(292,876.20)	(1,518,682.20)
ISF	700	163,066.00	(227,854.00)	184,861.00	(390,920.00)	21,795.00	412,715.00
ISF	702	46,862.00	(2,961,066.00)	(3,122.93)	(3,007,928.00)	(49,984.93)	2,957,943.07
ISF	703	698.00	3,896.00	(73,343.37)	3,198.00	(74,041.37)	(77,239.37)
ISF	704	-	-	-	-	-	-
ISF	705	-	-	-	-	-	-
ISF	761	-	(55,542.00)	(399,434.91)	(55,542.00)	(399,434.91)	(343,892.91)
Successor Agency	805	1,059,980.00	1,059,980.00	336,046.00	-	(723,934.00)	(723,934.00)
Special Revenue	810	-	(669,948.00)	143,195.39	(669,948.00)	143,195.39	813,143.39
Successor Agency	830	-	-	1,078,201.38	-	1,078,201.38	1,078,201.38
Capital Projects	840	18,000.00	(13,726,928.00)	(749,263.19)	(13,744,928.00)	(767,263.19)	12,977,664.81
Capital Projects	841	4,000.00	4,000.00	-	-	(4,000.00)	(4,000.00)
Successor Agency	850	-	310.00	9,940,063.90	310.00	9,940,063.90	9,939,753.90
Successor Agency	855	-	(347,724.00)	(7,554,951.07)	(347,724.00)	(7,554,951.07)	(7,207,227.07)
Successor Agency	856	-	(2,958.00)	(3,928,860.23)	(2,958.00)	(3,928,860.23)	(3,925,902.23)
Successor Agency	857	-	-	(104,565.04)	-	(104,565.04)	(104,565.04)

FY 2020-21 Budget Analysis

		FY 2020-21	FY 2020-21	FY 2020-21	FY 2020-21	FY 2020-21	FY 2020-21
Fund Type	Fund	Adopted Budget Net Income	Amended Budget Net Income	Ending Net Income	Adopted vs Amended Variance	Adopted vs Actual Variance	Amended vs Actual Variance
General Fund	001	(14.00)	(7,378,798.00)	(2,059,219.08)	(7,378,784.00)	(2,059,205.08)	5,319,578.92
General Fund	002	-	(54,314.00)	(5,698.99)	(54,314.00)	(5,698.99)	48,615.01
General Fund	003	-	-	-	-	-	-
General Fund	005	481,330.00	479,866.00	240,974.01	(1,464.00)	(240,355.99)	(238,891.99)
Special Revenue	100	(702,416.00)	748,374.00	455,384.23	1,450,790.00	1,157,800.23	(292,989.77)
Special Revenue	101	-	(4,905,382.00)	(214,455.63)	(4,905,382.00)	(214,455.63)	4,690,926.37
Special Revenue	102	-	-	71,261.87	-	71,261.87	71,261.87
Special Revenue	103	-	-	-	-	-	-
Special Revenue	104	-	-	-	-	-	-
Special Revenue	110	81,204.00	381,204.00	161,766.40	300,000.00	80,562.40	(219,437.60)
Special Revenue	111	2.00	(36,014.00)	(74,256.07)	(36,016.00)	(74,258.07)	(38,242.07)
Special Revenue	132	76,960.00	76,960.00	54,243.23	-	(22,716.77)	(22,716.77)
Special Revenue	140	-	(249,348.00)	(267,512.45)	(249,348.00)	(267,512.45)	(18,164.45)
Special Revenue	148	-	(409,232.00)	(60.30)	(409,232.00)	(60.30)	409,171.70
Special Revenue	150	-	-	-	-	-	-
Special Revenue	200	2.00	(2,018.00)	6,891.99	(2,020.00)	6,889.99	8,909.99
Special Revenue	201	-	-	2,295.70	-	2,295.70	2,295.70
Special Revenue	202	-	-	-	-	-	-
Special Revenue	203	-	-	787.09	-	787.09	787.09
Fiduciary	221	-	-	29,981.30	-	29,981.30	29,981.30
Special Revenue	222	-	-	-	-	-	-
General Fund	300	-	-	24.39	-	24.39	24.39
Fiduciary	360	-	-	13.60	-	13.60	13.60
Fiduciary	365	-	-	28.09	-	28.09	28.09
Fiduciary	370	-	-	11,346.86	-	11,346.86	11,346.86
Fiduciary	375	1,960.00	1,960.00	4,521.58	-	2,561.58	2,561.58
Fiduciary	376	-	-	17.76	-	17.76	17.76
Capital Projects	400	4,786.00	4,786.00	193,950.40	-	189,164.40	189,164.40
Capital Projects	410	11,752.00	11,752.00	262,292.30	-	250,540.30	250,540.30
Capital Projects	420	199,180.00	(334,952.00)	1,717,928.33	(534,132.00)	1,518,748.33	2,052,880.33
Capital Projects	421	-	-	-	-	-	-
Capital Projects	430	-	-	259,340.20	-	259,340.20	259,340.20
Capital Projects	441	721,494.00	721,494.00	360,746.72	-	(360,747.28)	(360,747.28)
Special Revenue	444	1,330.00	1,330.00	36.35	-	(1,293.65)	(1,293.65)
Capital Projects	451	-	(33,998.00)	24,566.63	(33,998.00)	24,566.63	58,564.63
Capital Projects	470	23,098.00	23,098.00	(44.79)	-	(23,142.79)	(23,142.79)
Capital Projects	480	-	-	-	-	-	-
Capital Projects	481	-	-	-	-	-	-
Airport	600	45,360.00	22,720.00	(101,876.52)	(22,640.00)	(147,236.52)	(124,596.52)

FY 2020-21 Budget Analysis

Fund Type	Fund	FY 2020-21 Adopted Budget Net Income	FY 2020-21 Amended Budget Net Income	FY 2020-21 Ending Net Income	FY 2020-21 Adopted vs Amended Variance	FY 2020-21 Adopted vs Actual Variance	FY 2020-21 Amended vs Actual Variance
Transit	610	(632,104.00)	(12,938.00)	269,936.17	619,166.00	902,040.17	282,874.17
Water	660	4,397,532.00	(117,186.00)	4,526,535.03	(4,514,718.00)	129,003.03	4,643,721.03
Water	661	18,528.00	(1,387,406.00)	667,207.95	(1,405,934.00)	648,679.95	2,054,613.95
Water	662	5,400.00	(137,562.00)	478.37	(142,962.00)	(4,921.63)	138,040.37
Water	663	31,878.00	31,878.00	46.58	-	(31,831.42)	(31,831.42)
Water	669	-	-	1,104,366.66	-	1,104,366.66	1,104,366.66
Electric	670	(2.00)	(2,043,880.00)	4,394,075.92	(2,043,878.00)	4,394,077.92	6,437,955.92
Electric	672	-	-	2,413.29	-	2,413.29	2,413.29
Electric	673	-	(16,281,014.00)	(2,524,089.83)	(16,281,014.00)	(2,524,089.83)	13,756,924.17
Electric	674	-	(4,928,918.00)	(840,582.44)	(4,928,918.00)	(840,582.44)	4,088,335.56
Electric	675	6,296.00	(33,076.00)	94,717.83	(39,372.00)	88,421.83	127,793.83
Electric	678	-	-	1,250,238.32	-	1,250,238.32	1,250,238.32
Wastewater	680	2.00	(863,378.00)	474,641.12	(863,380.00)	474,639.12	1,338,019.12
Wastewater	681	-	(137,000.00)	(726,707.50)	(137,000.00)	(726,707.50)	(589,707.50)
Wastewater	682	721,274.00	721,274.00	345,322.05	-	(375,951.95)	(375,951.95)
Wastewater	683	19,332.00	(444,668.00)	(371,671.13)	(464,000.00)	(391,003.13)	72,996.87
Wastewater	685	3,230.00	3,230.00	301,142.18	-	297,912.18	297,912.18
Wastewater	687	-	-	(6,382.67)	-	(6,382.67)	(6,382.67)
Wastewater	689	-	-	227,423.00	-	227,423.00	227,423.00
Refuse	690	19,638.00	(49,258.00)	(15,573.07)	(68,896.00)	(35,211.07)	33,684.93
ISF	700	(8.00)	(8.00)	(1,002,227.64)	-	(1,002,219.64)	(1,002,219.64)
ISF	702	(2.00)	(11,946.00)	281,109.92	(11,944.00)	281,111.92	293,055.92
ISF	703	2.00	(23,272.00)	(244,925.16)	(23,274.00)	(244,927.16)	(221,653.16)
ISF	704	-	-	-	-	-	-
ISF	705	-	-	-	-	-	-
ISF	761	(2.00)	(12,182.00)	(222,913.88)	(12,180.00)	(222,911.88)	(210,731.88)
Successor Agency	805	55,732.00	55,732.00	(148,651.00)	-	(204,383.00)	(204,383.00)
Special Revenue	810	-	(928.00)	(7,011.68)	(928.00)	(7,011.68)	(6,083.68)
Successor Agency	830	-	-	1,277,494.38	-	1,277,494.38	1,277,494.38
Capital Projects	840	(2.00)	(1,442,528.00)	(1,573,106.58)	(1,442,526.00)	(1,573,104.58)	(130,578.58)
Capital Projects	841	-	-	(128.00)	-	(128.00)	(128.00)
Successor Agency	850	-	-	(366,389.63)	-	(366,389.63)	(366,389.63)
Successor Agency	855	-	-	-	-	-	-
Successor Agency	856	-	-	-	-	-	-
Successor Agency	857	-	-	-	-	-	-

FY 2021-22 Budget Analysis

Fund Type	Fund	FY 2021-22 Adopted Budget Net Income	FY 2021-22 Amended Budget Net Income	FY 2021-22 Ending Net Income	FY 2021-22 Adopted vs Amended Variance	FY 2021-22 Adopted vs Actual Variance	FY 2021-22 Amended vs Actual Variance
General Fund	001	-	(6,448,768.00)	(369,493.67)	(6,448,768.00)	(369,493.67)	6,079,274.33
General Fund	002	-	(51,521.00)	(11,064.00)	(51,521.00)	(11,064.00)	40,457.00
General Fund	003	-	-	-	-	-	-
General Fund	005	240,665.00	240,165.00	240,865.00	(500.00)	200.00	700.00
Special Revenue	100	(463,873.00)	(109,721.00)	(48,746.77)	354,152.00	415,126.23	60,974.23
Special Revenue	101	-	(1,371,429.00)	(803,969.58)	(1,371,429.00)	(803,969.58)	567,459.42
Special Revenue	102	2,350.00	(962,737.00)	(78,616.82)	(965,087.00)	(80,966.82)	884,120.18
Special Revenue	103	-	-	-	-	-	-
Special Revenue	104	-	-	-	-	-	-
Special Revenue	110	40,602.00	(565,473.00)	(169,894.75)	(606,075.00)	(210,496.75)	395,578.25
Special Revenue	111	(6,716.00)	(7,514.00)	(116,950.91)	(798.00)	(110,234.91)	(109,436.91)
Special Revenue	132	39,308.00	(132,056.00)	187,769.51	(171,364.00)	148,461.51	319,825.51
Special Revenue	140	565.00	565.00	(5,430.41)	-	(5,995.41)	(5,995.41)
Special Revenue	148	-	(25,000.00)	(2,147.16)	(25,000.00)	(2,147.16)	22,852.84
Special Revenue	150	-	-	-	-	-	-
Special Revenue	200	-	(7,800.00)	(11,156.53)	(7,800.00)	(11,156.53)	(3,356.53)
Special Revenue	201	(698.00)	(698.00)	(1,367.23)	-	(669.23)	(669.23)
Special Revenue	202	-	-	-	-	-	-
Special Revenue	203	-	-	753.33	-	753.33	753.33
Fiduciary	221	-	-	-	-	-	-
Special Revenue	222	-	-	-	-	-	-
General Fund	300	-	-	(44.30)	-	(44.30)	(44.30)
Fiduciary	360	-	-	(269.96)	-	(269.96)	(269.96)
Fiduciary	365	-	-	(558.16)	-	(558.16)	(558.16)
Fiduciary	370	-	-	(34,248.66)	-	(34,248.66)	(34,248.66)
Fiduciary	375	226.00	226.00	(584.43)	-	(810.43)	(810.43)
Fiduciary	376	-	-	(352.87)	-	(352.87)	(352.87)
Capital Projects	400	2,393.00	2,393.00	6,573.07	-	4,180.07	4,180.07
Capital Projects	410	5,876.00	5,876.00	(4,408.88)	-	(10,284.88)	(10,284.88)
Capital Projects	420	104,590.00	94,590.00	(256,621.34)	(10,000.00)	(361,211.34)	(351,211.34)
Capital Projects	421	-	-	-	-	-	-
Capital Projects	430	-	-	(4,465.73)	-	(4,465.73)	(4,465.73)
Capital Projects	441	-	-	251,997.68	-	251,997.68	251,997.68
Special Revenue	444	665.00	665.00	(3,018.85)	-	(3,683.85)	(3,683.85)
Capital Projects	451	-	(270,000.00)	22,885.17	(270,000.00)	22,885.17	292,885.17
Capital Projects	470	11,549.00	11,549.00	51.70	-	(11,497.30)	(11,497.30)
Capital Projects	480	-	-	-	-	-	-
Capital Projects	481	-	-	-	-	-	-
Airport	600	(531,841.00)	(212,486.00)	228,729.99	319,355.00	760,570.99	441,215.99

FY 2021-22 Budget Analysis

Fund Type	Fund	FY 2021-22 Adopted Budget Net Income	FY 2021-22 Amended Budget Net Income	FY 2021-22 Ending Net Income	FY 2021-22 Adopted vs Amended Variance	FY 2021-22 Adopted vs Actual Variance	FY 2021-22 Amended vs Actual Variance
Transit	610	437,362.00	(897,634.00)	69,876.32	(1,334,996.00)	(367,485.68)	967,510.32
Water	660	1,743,438.00	(601,136.00)	4,773,761.34	(2,344,574.00)	3,030,323.34	5,374,897.34
Water	661	9,264.00	116,235.00	183,175.93	106,971.00	173,911.93	66,940.93
Water	662	2,700.00	2,700.00	(9,855.17)	-	(12,555.17)	(12,555.17)
Water	663	15,939.00	15,939.00	29,973.60	-	14,034.60	14,034.60
Water	669	-	-	1,160,355.28	-	1,160,355.28	1,160,355.28
Electric	670	1.00	(2,551,916.00)	7,516,290.59	(2,551,917.00)	7,516,289.59	10,068,206.59
Electric	672	-	12,779.00	(47,961.34)	12,779.00	(47,961.34)	(60,740.34)
Electric	673	(3,031,450.00)	(17,227,362.00)	(8,033,902.72)	(14,195,912.00)	(5,002,452.72)	9,193,459.28
Electric	674	(365,389.00)	(362,561.00)	267,078.84	2,828.00	632,467.84	629,639.84
Electric	675	-	(176,689.00)	158,473.86	(176,689.00)	158,473.86	335,162.86
Electric	678	-	-	1,315,698.90	-	1,315,698.90	1,315,698.90
Wastewater	680	486,016.00	(576,509.00)	676,495.17	(1,062,525.00)	190,479.17	1,253,004.17
Wastewater	681	28,604.00	826,770.00	3,810.86	798,166.00	(24,793.14)	(822,959.14)
Wastewater	682	360,637.00	360,637.00	300,511.11	-	(60,125.89)	(60,125.89)
Wastewater	683	9,666.00	(206,852.00)	(172,916.69)	(216,518.00)	(182,582.69)	33,935.31
Wastewater	685	1,615.00	1,615.00	(3,900.68)	-	(5,515.68)	(5,515.68)
Wastewater	687	-	-	-	-	-	-
Wastewater	689	-	-	342,435.74	-	342,435.74	342,435.74
Refuse	690	21,715.00	3,412,070.00	4,435,897.97	3,390,355.00	4,414,182.97	1,023,827.97
ISF	700	-	(605,838.00)	(1,399,796.18)	(605,838.00)	(1,399,796.18)	(793,958.18)
ISF	702	-	(285,938.00)	86,698.66	(285,938.00)	86,698.66	372,636.66
ISF	703	-	(393,414.00)	(188,513.73)	(393,414.00)	(188,513.73)	204,900.27
ISF	704	-	-	-	-	-	-
ISF	705	-	-	-	-	-	-
ISF	761	-	(411,433.00)	573,301.15	(411,433.00)	573,301.15	984,734.15
Successor Agency	805	(325.00)	(325.00)	(138,560.00)	-	(138,235.00)	(138,235.00)
Special Revenue	810	-	(913,546.00)	(657,930.15)	(913,546.00)	(657,930.15)	255,615.85
Successor Agency	830	-	-	1,404,673.68	-	1,404,673.68	1,404,673.68
Capital Projects	840	-	(1,590,945.00)	(1,667,886.15)	(1,590,945.00)	(1,667,886.15)	(76,941.15)
Capital Projects	841	-	-	(128.00)	-	(128.00)	(128.00)
Successor Agency	850	3,264.00	(58.00)	(984,042.89)	(3,322.00)	(987,306.89)	(983,984.89)
Successor Agency	855	-	-	-	-	-	-
Successor Agency	856	-	-	-	-	-	-
Successor Agency	857	-	-	-	-	-	-

FY 2022-23 Budget Analysis

		FY 2022-23	FY 2022-23	FY 2022-23	FY 2022-23	FY 2022-23	FY 2022-23
Fund Type	Fund	Adopted Budget Net Income	Amended Budget Net Income	Ending Net Income	Adopted vs Amended Variance	Adopted vs Actual Variance	Amended vs Actual Variance
General Fund	001	(1,161,801.00)	(4,749,529.00)	(5,100,898.31)	(3,587,728.00)	(3,939,097.31)	(351,369.31)
General Fund	002	-	(141,997.00)	(1,004,700.61)	(141,997.00)	(1,004,700.61)	(862,703.61)
General Fund	003	-	-	-	-	-	-
General Fund	005	240,677.00	240,677.00	241,377.44	-	700.44	700.44
Special Revenue	100	(391,776.00)	(322,254.00)	(61,990.52)	69,522.00	329,785.48	260,263.48
Special Revenue	101	(533,724.00)	(917,713.00)	718,902.42	(383,989.00)	1,252,626.42	1,636,615.42
Special Revenue	102	(12,742.00)	(673,365.00)	(237,191.48)	(660,623.00)	(224,449.48)	436,173.52
Special Revenue	103	-	-	-	-	-	-
Special Revenue	104	-	-	-	-	-	-
Special Revenue	110	(454,685.00)	(454,685.00)	(159.20)	-	454,525.80	454,525.80
Special Revenue	111	925.00	(18,273.00)	(3,375.84)	(19,198.00)	(4,300.84)	14,897.16
Special Revenue	132	(48,584.00)	(219,942.00)	(156,118.18)	(171,358.00)	(107,534.18)	63,823.82
Special Revenue	140	565.00	565.00	18.43	-	(546.57)	(546.57)
Special Revenue	148	-	-	2,084.78	-	2,084.78	2,084.78
Special Revenue	150	-	(89.00)	(89.32)	(89.00)	(89.32)	(0.32)
Special Revenue	200	2,402.00	(2,443.00)	5,119.76	(4,845.00)	2,717.76	7,562.76
Special Revenue	201	2,566.00	2,551.00	4,883.29	(15.00)	2,317.29	2,332.29
Special Revenue	202	-	(87.00)	(86.44)	(87.00)	(86.44)	0.56
Special Revenue	203	424.00	424.00	1,242.47	-	818.47	818.47
Fiduciary	221	-	-	234,916.85	-	234,916.85	234,916.85
Special Revenue	222	-	(831,758.00)	-	(831,758.00)	-	831,758.00
General Fund	300	-	-	59.09	-	59.09	59.09
Fiduciary	360	-	-	366.44	-	366.44	366.44
Fiduciary	365	-	-	757.68	-	757.68	757.68
Fiduciary	370	-	-	(30,803.95)	-	(30,803.95)	(30,803.95)
Fiduciary	375	(1.00)	(1.00)	(18,332.09)	-	(18,331.09)	(18,331.09)
Fiduciary	376	-	-	(7,881.57)	-	(7,881.57)	(7,881.57)
Capital Projects	400	2,366.00	2,366.00	37,157.11	-	34,791.11	34,791.11
Capital Projects	410	5,849.00	5,849.00	33,398.44	-	27,549.44	27,549.44
Capital Projects	420	194.00	(879.00)	102,040.19	(1,073.00)	101,846.19	102,919.19
Capital Projects	421	-	-	-	-	-	-
Capital Projects	430	(93,440.00)	(93,440.00)	22,008.69	-	115,448.69	115,448.69
Capital Projects	441	-	-	-	-	-	-
Special Revenue	444	648.00	648.00	3,822.74	-	3,174.74	3,174.74
Capital Projects	451	(261,256.00)	(261,263.00)	109,395.82	(7.00)	370,651.82	370,658.82
Capital Projects	470	-	-	19,626.98	-	19,626.98	19,626.98
Capital Projects	480	-	-	-	-	-	-
Capital Projects	481	-	-	-	-	-	-
Airport	600	(78,283.00)	(70,358.00)	(192,749.02)	7,925.00	(114,466.02)	(122,391.02)

FY 2022-23 Budget Analysis

		FY 2022-23	FY 2022-23	FY 2022-23	FY 2022-23	FY 2022-23	FY 2022-23
Fund Type	Fund	Adopted Budget Net Income	Amended Budget Net Income	Ending Net Income	Adopted vs Amended Variance	Adopted vs Actual Variance	Amended vs Actual Variance
Transit	610	(4,880,469.00)	(2,956,617.00)	(338,167.12)	1,923,852.00	4,542,301.88	2,618,449.88
Water	660	(4,545,679.00)	(5,567,983.00)	5,528,734.20	(1,022,304.00)	10,074,413.20	11,096,717.20
Water	661	(2,203,536.00)	(3,245,319.00)	(109,475.02)	(1,041,783.00)	2,094,060.98	3,135,843.98
Water	662	2,700.00	2,700.00	13,378.21	-	10,678.21	10,678.21
Water	663	15,939.00	15,939.00	3,555.61	-	(12,383.39)	(12,383.39)
Water	669	-	-	1,218,282.15	-	1,218,282.15	1,218,282.15
Electric	670	(3,208,327.00)	(3,068,128.00)	4,621,719.84	140,199.00	7,830,046.84	7,689,847.84
Electric	672	5,000.00	5,000.00	65,106.57	-	60,106.57	60,106.57
Electric	673	(16,330,720.00)	(25,611,803.00)	(5,010,719.15)	(9,281,083.00)	11,320,000.85	20,601,083.85
Electric	674	-	(72.00)	(2,861.47)	(72.00)	(2,861.47)	(2,789.47)
Electric	675	(316,499.00)	(422,395.00)	(304,455.94)	(105,896.00)	12,043.06	117,939.06
Electric	678	-	-	1,378,605.76	-	1,378,605.76	1,378,605.76
Wastewater	680	(702,839.00)	(864,294.00)	1,187,360.57	(161,455.00)	1,890,199.57	2,051,654.57
Wastewater	681	(1,022,778.00)	(1,821,406.00)	276,863.38	(798,628.00)	1,299,641.38	2,098,269.38
Wastewater	682	295,637.00	295,637.00	477,130.02	-	181,493.02	181,493.02
Wastewater	683	(1,590,334.00)	(1,633,951.00)	(39,432.90)	(43,617.00)	1,550,901.10	1,594,518.10
Wastewater	685	1,615.00	1,615.00	5,158.57	-	3,543.57	3,543.57
Wastewater	687	-	-	-	-	-	-
Wastewater	689	-	-	237,463.01	-	237,463.01	237,463.01
Refuse	690	(604,354.00)	(676,788.00)	(4,534,659.89)	(72,434.00)	(3,930,305.89)	(3,857,871.89)
ISF	700	(2,327,487.00)	(2,154,643.00)	(2,495,158.14)	172,844.00	(167,671.14)	(340,515.14)
ISF	702	(199,966.00)	(485,509.00)	(469,522.74)	(285,543.00)	(269,556.74)	15,986.26
ISF	703	(2,030,897.00)	(1,807,399.00)	(129,402.16)	223,498.00	1,901,494.84	1,677,996.84
ISF	704	-	-	-	-	-	-
ISF	705	-	-	-	-	-	-
ISF	761	2.00	72,320.00	226,547.04	72,318.00	226,545.04	154,227.04
Successor Agency	805	-	5,000.00	192,488.16	5,000.00	192,488.16	187,488.16
Special Revenue	810	4,324.00	(978,253.00)	(151,965.19)	(982,577.00)	(156,289.19)	826,287.81
Successor Agency	830	-	(1.00)	1,000,493.97	(1.00)	1,000,493.97	1,000,494.97
Capital Projects	840	(7,432.00)	(161,771.00)	(197,335.91)	(154,339.00)	(189,903.91)	(35,564.91)
Capital Projects	841	19.00	19.00	(109.48)	-	(128.48)	(128.48)
Successor Agency	850	(134.00)	(134.00)	(11,449,372.40)	-	(11,449,238.40)	(11,449,238.40)
Successor Agency	855	-	-	-	-	-	-
Successor Agency	856	-	-	-	-	-	-
Successor Agency	857	-	-	-	-	-	-

FY 2023-24 YTD Budget Analysis

		FY 2023-24 YTD	FY 2023-24 YTD	FY 2023-24 YTD	FY 2023-24 YTD	FY 2023-24 YTD	FY 2023-24 YTD
Fund Type	Fund	Adopted Budget Net Income	Amended Budget Net Income	Ending Net Income	Adopted vs Amended Variance	Adopted vs Actual Variance	Amended vs Actual Variance
General Fund	001	(2,516,692.00)	(1,282,891.00)	(2,626,428.14)	1,233,801.00	(109,736.14)	(1,343,537.14)
General Fund	002	1.00	113,311.00	(13,317.73)	113,310.00	(13,318.73)	(126,628.73)
General Fund	003	-	-	-	-	-	-
General Fund	005	240,677.00	240,303.00	247,487.56	(374.00)	6,810.56	7,184.56
Special Revenue	100	213,355.00	(1,182,741.00)	(986,725.31)	(1,396,096.00)	(1,200,080.31)	196,015.69
Special Revenue	101	832,876.00	(1,275,546.00)	(655,936.69)	(2,108,422.00)	(1,488,812.69)	619,609.31
Special Revenue	102	826,518.00	(1,604,318.00)	(81,706.48)	(2,430,836.00)	(908,224.48)	1,522,611.52
Special Revenue	103	-	-	-	-	-	-
Special Revenue	104	-	-	-	-	-	-
Special Revenue	110	38,114.00	(774,709.00)	(35,321.29)	(812,823.00)	(73,435.29)	739,387.71
Special Revenue	111	1,273.00	(7,580.00)	1,312.85	(8,853.00)	39.85	8,892.85
Special Revenue	132	43,527.00	(77,400.00)	34,997.94	(120,927.00)	(8,529.06)	112,397.94
Special Revenue	140	565.00	30.00	63.94	(535.00)	(501.06)	33.94
Special Revenue	148	100,000.00	(14,884.00)	(13,482.82)	(114,884.00)	(113,482.82)	1,401.18
Special Revenue	150	-	(29.00)	(28.52)	(29.00)	(28.52)	0.48
Special Revenue	200	892.00	(10,907.00)	2,898.29	(11,799.00)	2,006.29	13,805.29
Special Revenue	201	(509.00)	917.00	10,962.35	1,426.00	11,471.35	10,045.35
Special Revenue	202	-	(29.00)	(28.52)	(29.00)	(28.52)	0.48
Special Revenue	203	424.00	613.00	1,500.35	189.00	1,076.35	887.35
Fiduciary	221	-	-	325,795.18	-	325,795.18	325,795.18
Special Revenue	222	-	15,793.00	(77,737.70)	15,793.00	(77,737.70)	(93,530.70)
General Fund	300	-	100.00	-	100.00	-	(100.00)
Fiduciary	360	-	600.00	1,272.25	600.00	1,272.25	672.25
Fiduciary	365	-	1,200.00	2,630.62	1,200.00	2,630.62	1,430.62
Fiduciary	370	-	-	(191.85)	-	(191.85)	(191.85)
Fiduciary	375	(1.00)	4,907.00	212.00	4,908.00	213.00	(4,695.00)
Fiduciary	376	-	-	(310.00)	-	(310.00)	(310.00)
Capital Projects	400	2,366.00	6,275.00	42,412.53	3,909.00	40,046.53	36,137.53
Capital Projects	410	5,849.00	25,794.00	124,489.98	19,945.00	118,640.98	98,695.98
Capital Projects	420	125,194.00	(369,767.00)	151,789.52	(494,961.00)	26,595.52	521,556.52
Capital Projects	421	-	-	-	-	-	-
Capital Projects	430	54,060.00	(60,452.00)	(40,995.58)	(114,512.00)	(95,055.58)	19,456.42
Capital Projects	441	-	-	-	-	-	-
Special Revenue	444	648.00	5,863.00	13,567.22	5,215.00	12,919.22	7,704.22
Capital Projects	451	670.00	(407,617.00)	(1,537.45)	(408,287.00)	(2,207.45)	406,079.55
Capital Projects	470	-	(88.00)	34,079.88	(88.00)	34,079.88	34,167.88
Capital Projects	480	-	-	-	-	-	-
Capital Projects	481	-	-	-	-	-	-
Airport	600	(87,824.00)	(136,740.00)	(96,972.53)	(48,916.00)	(9,148.53)	39,767.47

FY 2023-24 YTD Budget Analysis

		FY 2023-24 YTD	FY 2023-24 YTD	FY 2023-24 YTD	FY 2023-24 YTD	FY 2023-24 YTD	FY 2023-24 YTD
Fund Type	Fund	Adopted Budget Net Income	Amended Budget Net Income	Ending Net Income	Adopted vs Amended Variance	Adopted vs Actual Variance	Amended vs Actual Variance
Transit	610	(542,930.00)	(1,920,401.00)	(4,568,746.98)	(1,377,471.00)	(4,025,816.98)	(2,648,345.98)
Water	660	2,190,658.00	(4,020,160.00)	2,073,917.97	(6,210,818.00)	(116,740.03)	6,094,077.97
Water	661	496,464.00	(3,284,364.00)	(1,218,630.35)	(3,780,828.00)	(1,715,094.35)	2,065,733.65
Water	662	2,700.00	20,000.00	46,448.57	17,300.00	43,748.57	26,448.57
Water	663	15,939.00	-	6,033.65	(15,939.00)	(9,905.35)	6,033.65
Water	669	-	76,381.00	(417,023.66)	76,381.00	(417,023.66)	(493,404.66)
Electric	670	(2,231,267.00)	3,127,505.00	(2,573,693.53)	5,358,772.00	(342,426.53)	(5,701,198.53)
Electric	672	12,779.00	100,000.00	226,047.39	87,221.00	213,268.39	126,047.39
Electric	673	(183,220.00)	(19,148,779.00)	(2,723,297.57)	(18,965,559.00)	(2,540,077.57)	16,425,481.43
Electric	674	-	(72.00)	27,880.53	(72.00)	27,880.53	27,952.53
Electric	675	(91,499.00)	(315,632.00)	191,460.06	(224,133.00)	282,959.06	507,092.06
Electric	678	-	35,189.00	36,029.44	35,189.00	36,029.44	840.44
Wastewater	680	(193,552.00)	149,670.00	3,678,982.96	343,222.00	3,872,534.96	3,529,312.96
Wastewater	681	257,222.00	(768,280.00)	471,206.55	(1,025,502.00)	213,984.55	1,239,486.55
Wastewater	682	360,637.00	488,815.00	615,518.57	128,178.00	254,881.57	126,703.57
Wastewater	683	9,666.00	(3,933.00)	(2,063.02)	(13,599.00)	(11,729.02)	1,869.98
Wastewater	685	1,615.00	8,000.00	17,910.31	6,385.00	16,295.31	9,910.31
Wastewater	687	-	-	-	-	-	-
Wastewater	689	-	6,770.00	(149,595.55)	6,770.00	(149,595.55)	(156,365.55)
Refuse	690	(108,327.00)	(210,217.00)	(1,074,232.86)	(101,890.00)	(965,905.86)	(864,015.86)
ISF	700	(2,246,774.00)	(2,074,519.00)	(1,895,692.50)	172,255.00	351,081.50	178,826.50
ISF	702	(65,743.00)	275,608.00	717,775.92	341,351.00	783,518.92	442,167.92
ISF	703	(346,124.00)	(632,229.00)	(790,714.39)	(286,105.00)	(444,590.39)	(158,485.39)
ISF	704	-	(419,925.00)	1,147,364.11	(419,925.00)	1,147,364.11	1,567,289.11
ISF	705	-	26,094.00	(379,588.61)	26,094.00	(379,588.61)	(405,682.61)
ISF	761	(2.00)	160,947.00	329,401.07	160,949.00	329,403.07	168,454.07
Successor Agency	805	-	162,706.00	33,405.88	162,706.00	33,405.88	(129,300.12)
Special Revenue	810	4,324.00	(132,310.00)	(683,077.48)	(136,634.00)	(687,401.48)	(550,767.48)
Successor Agency	830	-	(86,247.00)	(93,057.63)	(86,247.00)	(93,057.63)	(6,810.63)
Capital Projects	840	(7,432.00)	(43,346.00)	(71,663.97)	(35,914.00)	(64,231.97)	(28,317.97)
Capital Projects	841	19.00	(46.00)	(45.60)	(65.00)	(64.60)	0.40
Successor Agency	850	(134.00)	(5,132.00)	14,368.00	(4,998.00)	14,502.00	19,500.00
Successor Agency	855	-	-	-	-	-	-
Successor Agency	856	-	-	-	-	-	-
Successor Agency	857	-	-	-	-	-	-

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Emery Papp, Senior Planner**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Continued Consideration of Proposed Banning Point Project, a Proposed Subdivision of Approximately 47 Gross Acres of Vacant Land into Three Parcels (Tentative Parcel Map No. 38164) and Construction of a Proposed 619,959 Square Foot Industrial Warehouse Building, Including 10,000 Square Feet of Office Space and a Combined 34,000 Square Feet of Retail/Commercial Buildings (Design Review No. 21-7008), on Real Property Located Within the Boundaries of the Sun Lakes Village North Specific Plan Area (APN: 419-140-057), and Proposed Addendum Prepared for the Project Pursuant to the California Environmental Quality Act**

RECOMMENDATION:

Staff recommends that the City Council:

1. Consider the Project Applicant's request to conduct a new public hearing on the proposed Project and direct staff to notice the Project for a new public hearing; OR
2. Consider the Project Applicant's request to conduct a new public hearing on the Project and determine not to hold a new hearing but to continue with its consideration of, and deliberation on, the Project, and:
    a. Adopt Resolution 2024-150, approving Tentative Parcel Map No. 38164 (the subdivision of land only), denying Design Review No. 21-7008, and adopting an Addendum under the California Environmental Quality Act (CEQA) prepared for the Project; OR
    b. Adopt Resolution 2024-149, approving Tentative Parcel Map No. 38164 and Design Review No. 21-7008 (collectively, the "Project"), and adopting an Addendum under the California Environmental Quality Act (CEQA) prepared for the Project; OR
    c. Adopt Resolution 2024-151, denying Tentative Parcel Map No. 38164 and Design Review No. 21-7008, and finding the Project exempt from CEQA.

BACKGROUND:

Tentative Parcel Map (TPM) No. 38164 (Attachment No. 1) and Design Review (DR) No. 21-7008 (Attachment No. 2) propose to subdivide approximately 47.11 gross acres of vacant land located within the Sun Lakes Village North Specific Plan (SLVNSP) area into three commercial/industrial lots to accommodate the construction of a 619,959 square foot industrial warehouse building (the "Project" or the "Banning Point Project"), including a 10,000 square-foot integrated office component. The Project also proposes six new retail/commercial buildings collectively totaling approximately 34,000 square feet (sf), which range in size from 1,600 sf to 8,400 sf. One of the three parcels would remain undeveloped and is not a part of the Design Review application for the Banning Point Project. The Project would be intended to be constructed in two phases. Phase 1 would consist of the construction of the industrial building. Phase 2 would consist of the construction of the retail/commercial buildings.

The Planning Commission voted on December 1, 2021, to approve DR No. 21-7008 and recommend approval of TPM No. 38614 to the City Council (see Attachment Nos. 9 and 10 to 7-9-24 City Council meeting staff report attached as Attachment 3), and the City Council approved the Project on February 17, 2022, by way of adoption of Resolution No. 2022 -14 (see Attachment No. 11 to 7-9-24 City Council meeting staff report). The Pass Action Group (PAG) filed a lawsuit to challenge approval of the Project. (Pass Action Group v. City of Banning, et al., Riverside County Superior Court Case No. CVRI2201482.) The lawsuit alleged that the City failed to provide a fair hearing due to alleged bias by certain Councilmembers. The lawsuit also contended that the City violated the California Environmental Quality Act (CEQA) and the City's General Plan in approving the Project, and that the findings in support of the Project were not supported by substantial evidence.

Following briefing and a hearing on the merits, the trial court issued a ruling finding only that the City did not provide a fair hearing based on the court's conclusion that then-Councilmember Mary Hamlin was biased in favor of the Project (see Attachment No. 14 to 7-9-24 City Council meeting staff report). The court rejected all claims of bias as to Councilmember Wallace and Councilmember Sanchez, stating in its ruling that "their statements do not overcome the presumption that they are unbiased. There has been no showing of a financial or personal interest in the Project and no specific evidence demonstrating actual bias or a particular combination of circumstances creating an unacceptable risk of bias…." The court also rejected the entirety of PAG's substantive challenges, finding that the City fully complied with CEQA, that the Project is consistent with the City's General Plan, and that the City's findings were supported by substantial evidence, as discussed further below. As the court concluded in its ruling, the court "does not find that Petitioner [PAG] has carried its burden of proof on any remaining issue and would not grant the writ but for the fair hearing issue."

The court entered judgment and issued a writ of mandate directing the City to set aside the prior Project approval and to reconsider the Project without the participation of Councilmember Hamlin (Attachment No. 4).

On July 9, 2024, the City Council adopted Resolution 2024-113 to set aside and vacate the prior Project approvals, consistent with the writ of mandate issued by the court. Also on July 9, 2024, the City Council conducted a public hearing on the proposed Project consistent with the writ of mandate (without the participation of now-former Councilmember Hamlin), received public comment, and closed the public hearing. Following discussion and deliberation the City Council continued the item and their deliberation and directed staff to prepare a resolution for the Council's consideration at a future meeting that (1) approves TPM No. 38164, (2) denies DR No. 21-7008, and (3) adopts the Addendum prepared for the Project.

On July 25, 2024, the City received a letter from Rick Friess with Allen Matkins Leck Gamble Mallory & Natsis LLP, sent on behalf of the owners of the property comprising the Project - Sun Lakes Highland, LLC ("SLH") (Attachment No. 5). The letter requests that the City Council:

1. Vacate and set aside all action taken and direction given by the City Council to staff at the July 9 hearing regarding Agenda Item 7.1, including the direction to have staff prepare a resolution for denial of the Design Review component of the Project entitlements; and
2. Reschedule the Project for a new hearing at which the City Council will reconsider the Project entitlements without the participation of Councilmembers Flynn and Happe.

On August 29, 2024, the City received a letter from Kevin Bundy with Shute, Mihaly & Weinberger LLP, sent on behalf of PAG (Attachment No. 6). The letter responds to Mr. Friess' July 25, 2024 letter and requests that the City Council deny both Tentative Parcel Map (TPM) No. 38164 and Design Review (DR) No. 21-7008, and requests that the City Council direct staff to conduct additional environmental review on the proposed Project.

On September 4, 2024, the City received a memorandum from SLH (Attachment No. 7). The memorandum responds to comments that were made in opposition to the Project during the July 9, 2024 City Council public hearing. The information presented in the memorandum is a restatement of information that the Applicant has previously provided to the Planning Commission and to the City Council, including during the July 9, 2024 public hearing.

JUSTIFICATION:

City staff has brought this item back to the City Council for continued discussion, deliberation, and action. A detailed summary of the Project can be found in the July 9, 2024 City Council staff report and its attachments and is not repeated in this staff report. Additionally, written comments received on the Project during the July 9, 2024 public hearing can be found as attachments to the adopted July 9, 2024 regular City Council meeting minutes (Attachment No. 13).

The City Council closed the public hearing on the Project on July 9, 2024, and after some discussion and deliberation, directed staff to prepare a resolution for the Council's consideration at a future meeting that (1) approves TPM No. 38164, (2) denies DR No. 21-7008, and (3) adopts the Addendum prepared for the Project.

In light of the communications received from both the Applicant and the Appellant since the July 9, 2024 City Council meeting, staff has prepared three resolutions for the City Council's consideration once the Council resumes its deliberations following the receipt of public comment.

It remains staff's recommendation that the City Council approve the Project for the reasons stated in the July 9, 2024 City Council staff report. Should the City Council determine to approve the Project, the Council may adopt Resolution 2024-149, approving TPM No. 38164 and DR No. 21-7008, and adopting an Addendum under CEQA (Attachment Nos. 8, 9, and 14). The Addendum is attached as Attachment 7 to the July 9, 2024 City Council meeting staff report, which report is attached here as Attachment No. 3. However, for the Council's ease of reference, the Addendum has also been attached separately to this staff report as Attachment No. 14.

Consistent with the City Council's direction given on July 9, 2024, staff has also prepared Resolution 2024-150 for the Council's review and consideration, which would approve TPM No. 38164 (only the subdivision of the Project site), deny DR No. 21-7008, and adopt an Addendum under CEQA related to the approval of TPM No. 38164 (Attachment Nos. 10, 11, and 14). In this circumstance, adoption of the Addendum would be necessary to satisfy CEQA before TPM No. 38164 could be approved. The facts supporting findings for denial of DR No. 21-7008 include facts articulated by Councilmembers Minjares, Flynn, and Happe on July 9, 2024.

As part of the Council's deliberations, staff recommends that the City Council first consider the Project Applicant's request to conduct a new public hearing on the proposed Project and consider the Appellant's response to the Applicant's request. The City Council could choose to direct staff to notice the Project for a new public hearing. Alternatively, the City Council could determine to continue with its consideration of, and action on, the Project.

Should the City Council decide to continue with its consideration of the Project and take action on the Project, the Council should adopt one of the following resolutions:

1. Resolution 2024-149, approving Tentative Parcel Map No. 38164 and Design Review No. 21-7008 (collectively, the "Project"), and adopting an Addendum under the California Environmental Quality Act (CEQA) prepared for the Project; **or**
2. Resolution 2024-150, approving Tentative Parcel Map No. 38164, denying Design Review No. 21-7008, and adopting an Addendum under the California Environmental Quality Act (CEQA) prepared for the Project; **or**
3. Resolution 2024-151, denying Tentative Parcel Map No. 38164 and Design Review No. 21-7008,

and finding the Project exempt from CEQA.

FISCAL IMPACT:

The Project applicant has asserted that if the direction provided by the City Council following the July 9, 2024 public hearing on the Project is followed by the City Council, the City will be exposed to litigation, including significant monetary and other liability. The Appellant has responded to those claims in the August 29, 2024 letter.

ALTERNATIVES:

1. Direct staff to notice a new public hearing on the Project.
2. Adopt Resolution 2024-149 (Approving TPM No. 38164; Approving DR No. 21-7008, Adopting Addendum).
3. Adopt Resolution 2024-150 (Approving TPM No. 38164; Denying DR No. 21-7008; Adopting Addendum).
4. Adopt Resolution 2024-151 (Denying TPM No. 38164; Denying DR No. 21-7008; Exemption Determination).
5. Provide alternative direction to staff.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. TPM No. 38164.pdf
2. DR_21-7008_Plans.pdf
3. July 9, 2024 CC SR w_attachments.pdf
4. 2024-03-15_Order_re_Writ_of_Mandate.pdf
5. July 25, 2024 Letter from Project Applicant
6. August 29, 2024 Letter from Appellant
7. September 4, 2024 Memorandum from Project Applicant
8. Resolution 2024-149, Banning Point.docx
9. Exhibit A to Reso 2024-149 - COA.docx
10. Resolution 2024-150, Banning Point â€“ Approval of TPM and Denial of DR
11. Exhibit A to Reso 2024-150 - COA
12. Resolution 2024-151, Banning Pointe â€“ Denial of TPM and DR
13. 2024 07 09_Minutes_Regular Meeting.pdf
14. Addendum_Consistency_Checklist.pdf

SHEET 1 OF 1

TENTATIVE PARCEL MAP NO. 38164

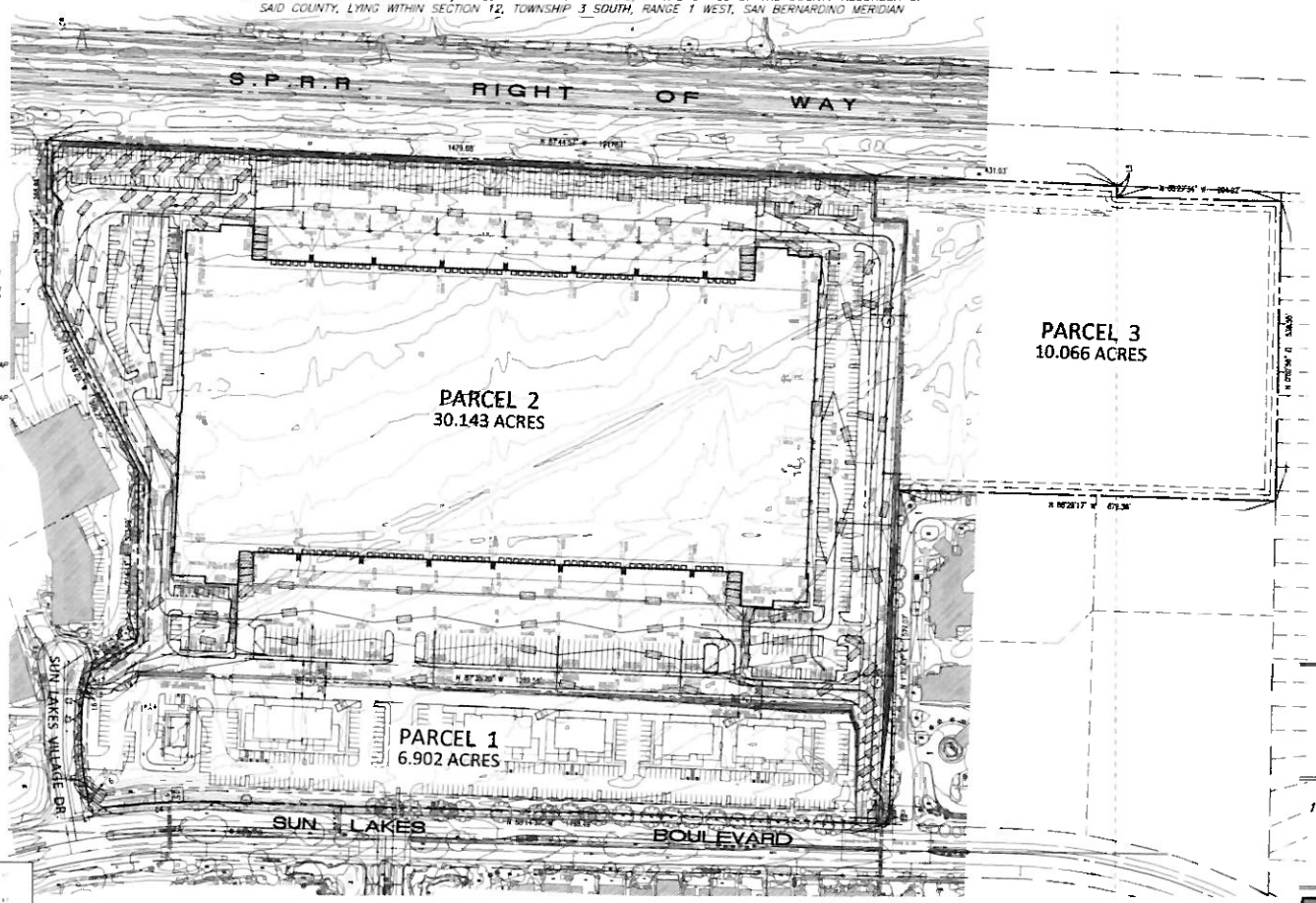
IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA,

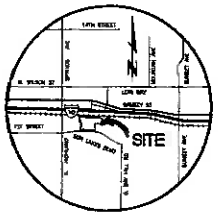
BEING A SUBDIVISION OF A PORTION OF THE REMAINDER PARCEL ON PARCEL MAP NO. 22175, AS PER MAP FILED IN BOOK 145 PAGES 61 THROUGH 67, INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WITHIN SECTION 12, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN

APNs:
419-140-057

NOTES:
DATE OF PREPARATION: 04-19-2021
GROSS ACREAGE: 47.111
NET ACREAGE: 47.111
NUMBER OF PROPOSED PARCELS: 3

0 50 100 150 200
SCALE 1"=100'





VICINITY MAP
N.T.S.

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THAT PORTION OF THE SECTION 12, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, SHOWN AS A PORTION OF THE REMAINDER PARCEL ON PARCEL MAP NO. 22175 ON FILE IN BOOK 145 PAGES 61 THROUGH 67, INCLUSIVE OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY CALIFORNIA, LYING NORTH OF THE NORTH LINE OF SUN LAKES BOULEVARD AS DESCRIBED IN THE GRANT DEED TO THE CITY OF BANNING BY DEED RECORDED DECEMBER 12, 1988 AS INSTRUMENT NO. 88-318885 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA AND AS SHOWN ON SAID PARCEL MAP

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 27430-3 IN BOOK 249 PAGES 58 THROUGH 66 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF PARCEL MAP NO. 23821 IN BOOK 159 PAGES 68 THROUGH 71 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF PARCEL MAP NO. 24,065 IN BOOK 185 PAGES 66 AND 67 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 27430-1 IN BOOK 254 PAGES 85 THROUGH 94 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 27450-2 IN BOOK 260 PAGES 34 THROUGH 38 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 28142-1 IN BOOK 260 PAGES 37 THROUGH 39 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 28142-2 IN BOOK 259 PAGES 67 THROUGH 70 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 30184 IN BOOK 321 PAGES 77 THROUGH 78 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 28030 IN BOOK 254 PAGES 85 THROUGH 98 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

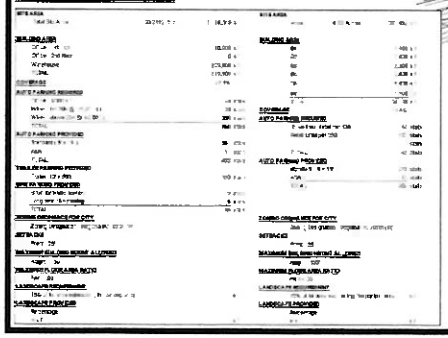
APN: 419-140-057

ZONING:

ZONING INFORMATION:
(THE FOLLOWING ZONE DESIGNATIONS ARE PER CITY OF BANNING PLANNING DEPARTMENT)

SPECIFIC PLAN DESIGNATIONS: SUN LAKES VILLAGE NORTH SPECIFIC PLAN

BUILDING TABULATION:



LEGEND:

CL	CENTERLINE		CONCRETE
CONC	CONCRETE		
DRW	DRIVEWAY		TREE
DWY	DRIVEWAY		
ELEC MTRS	ELECTRIC METERS		
GA	GUY ANCHOR		
GM	GAS METER		
PA	PLANTER AREA		PALM TREE
PL	PROPERTY LINE		
PP	POWER POLE		
SDMH	STORM DRAIN MANHOLE		IRON FENCE
SSMH	SEWER MANHOLE		
STLT	STREET LIGHT		BLOCK WALL
WDF	WOOD FENCE		
WM	WATER METER		
WV	WATER VALVE		
1005			INDICATES PROPOSED CONTOUR
1006			INDICATES EXISTING CONTOUR
1006.21			INDICATES PROPOSED ELEVATION/DESCRIPTION
EG (1008.21)			INDICATES EXISTING DESCRIPTION/ELEVATION

EXISTING EASEMENTS:

(1) AN EASEMENT FOR DRAINAGE, ACCESS AND INCIDENTAL PURPOSES, IN FAVOR OF CITY OF BANNING, RECORDED DECEMBER 12, 1988 AS INSTRUMENT NO. 88-318883 OF OFFICIAL RECORDS.
(SAID EASEMENT PLOTTED HEREON)

(2) AN EASEMENT FOR OFF-SITE DRAINAGE AND INCIDENTAL PURPOSES, IN FAVOR OF CITY OF BANNING, RECORDED SEPTEMBER 22, 1988 AS INSTRUMENT NO. 89-328681 OF OFFICIAL RECORDS.
(SAID EASEMENT PLOTTED HEREON)

PROPOSED EASEMENTS:

(1) AN EASEMENT FOR INGRESS, EGRESS, CROSS LOT DRAINAGE AND UTILITY CORRIDOR PURPOSES OVER PARCEL 3 FOR THE BENEFIT OF PARCELS 1 AND 2, TO BE RESERVED ON THE PARCEL MAP.

(2) AN EASEMENT FOR INGRESS, EGRESS, CROSS LOT DRAINAGE AND UTILITY CORRIDOR PURPOSES OVER PARCELS 1 AND 2 FOR THE BENEFIT OF PARCELS 1 AND 2, TO BE RESERVED ON THE PARCEL MAP.

LINE TABLE

LINE #	BEARING	LENGTH
L1	S 55°49'51" E	32.14'
L2	S 1°17'08" W	41.06'
L3	S 14°55'48" W	46.04'
L4	N 56°25'39" E	99.69'
L5	N 0°02'06" W	19.70'
L6	S 14°55'48" W	13.41'
L7	S 14°55'48" W	30.63'
L8	N 88°43'24" W	49.54'
L9	S 56°30'41" W	52.19'

CURVE TABLE

CURVE #	DELTA	RADIUS	LENGTH
C1	11°37'56"	467.00'	93.45'
C2	13°38'40"	190.00'	23.81'

DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO DAYS
BEFORE YOU DIG

Underground Service Alert
Dial TOLL FREE
1-800
227-2600

UTILITY PROVIDERS:

TELEPHONE
FRONTIER
750 W. KETTERING AVENUE
LANCASTER, CA 93534
PHONE: (661) 945-8804
CONTACT: ALFRED THOMO

CABLE
CHARTER COMMUNICATIONS
2357 CENTRE AVENUE
RIVERSIDE, CA 92504
PHONE: (951) 439-1613
CONTACT: CLAUDIA PAONE

WATER & SEWER
CITY OF BANNING
99 E. RAMSEY STREET
BANNING, CA 92220
PHONE: (951) 922-3130
CONTACT: LUIS CARDENAS

GAS
SOUTHERN CALIFORNIA GAS COMPANY
1919 S. STATE COLLEGE BLVD.
ANAHEIM, CA 92806
PHONE: 800-427-2000
CONTACT: NICOLE KRAHNKE

ELECTRIC
CITY OF BANNING
176 E. LINCOLN 92922
BANNING, CA 92220
PHONE: (951) 922-3265
CONTACT: TOM MILLER

DEVELOPER:

LGE DESIGN GROUP
1200 N. 52ND STREET
PHOENIX, AZ 85008
PHONE: (480) 966-4001

ARCHITECT:

HPA ARCHITECTURE
18831 BARDEEN AVE., STE # 100
IRVINE, CA 92612
PHONE: (949) 863-1770

ENGINEER:

Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

SURVEYOR:

PREPARED UNDER THE DIRECTION OF:

BRIAN L. THIENES
P.L.S. NO. 5750
REG. EXP. 12/31/2021

04 / 19 / 21
DATE

PROFESSIONAL LAND SURVEYOR
BRIAN L. THIENES
No. 5750
STATE OF CALIFORNIA

Last Update: 4/19/21
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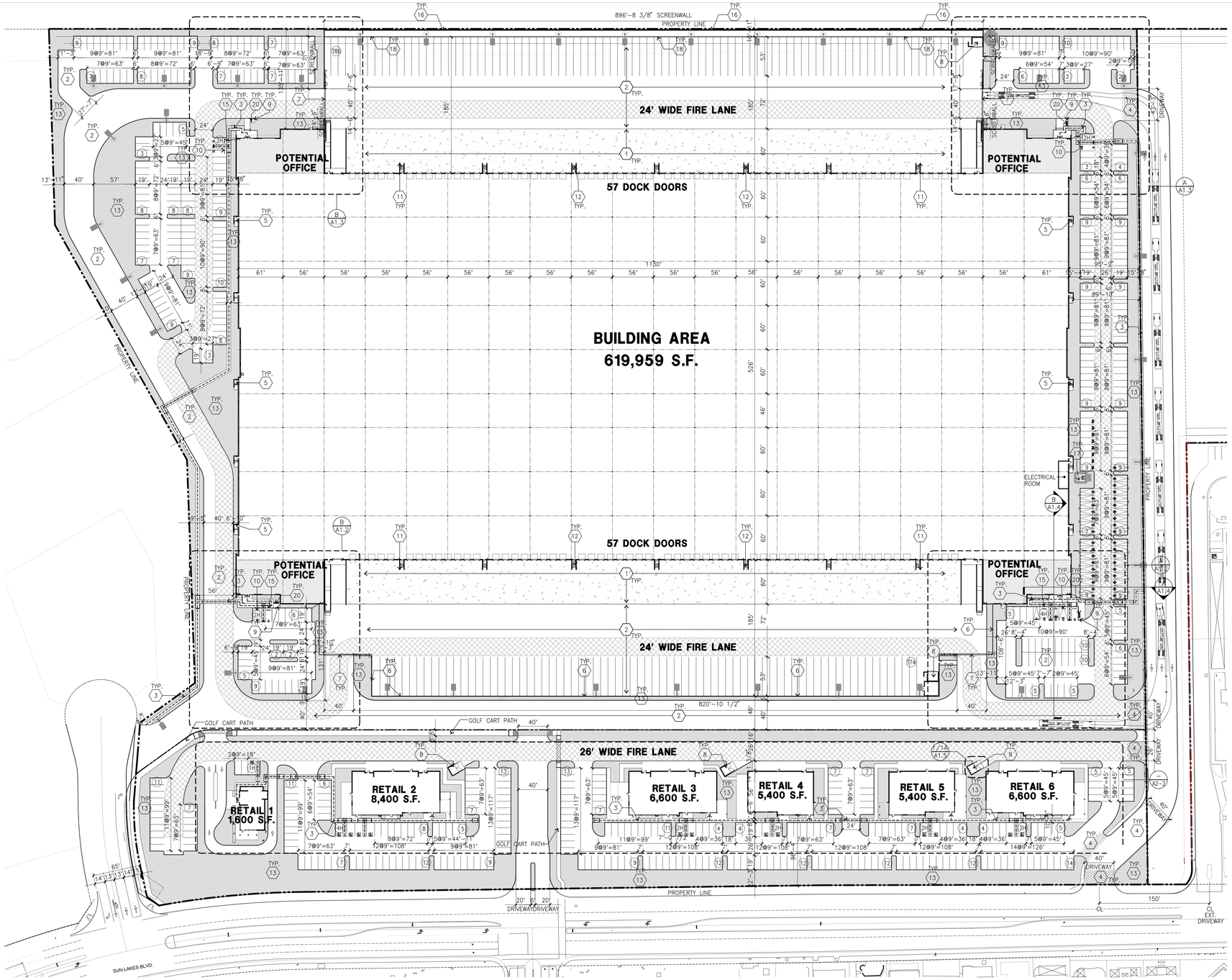


OVERALL SITE PLAN A

scale: 1" = 60'-0"

SCALE: 1" = 60'-0"

0 60' 120' 180' TRUE NORTH

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT,
2. PAVING PER CIVIL
3. CONCRETE WALKWAY
4. DRIVEWAY APRON @ ENTRANCE
5. 5'-6"X5'-6"X4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
6. 8'H WROUGHT IRON FENCE
7. PROVIDE METAL, MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
8. TRASH ENCLOSURE, REFER TO DAB-A1.5
9. SMOKING AREA.
10. PRE-CAST CONC. WHEEL STOP
11. CONC. FILLED GUARD POST "6 DIA. U.N.O. 42" H,
12. EXTERIOR CONC. STAIR.
13. LANDSCAPE. SEE "L" DWGS. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
14. HANDICAPPED ENTRY SIGN
15. HANDICAPPED PARKING STALL SIGN
16. 14' CONCRETE TILT WALL TO SCREEN THE TRUCK YARD
17. APPROXIMATE LOCATION OF THE TRANSFORMER AND GENERATOR
18. 12" CONCRETE CURB
19. CONCRETE SIDEWALK. SEE CIVIL PLAN.
20. BIKE RACK.

SITE PLAN GENERAL NOTES

1. NOT USED.
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET AD.1 ARE MINIMUM STANDARDS.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "L" DRAWINGS FOR FINISH.
11. NOT USED
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
14. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
15. ALL NEW UTILITY CONNECTIONS WITHIN THE ROAD RIGHT OF WAY ARE PER SEPARATE REVIEW AND PERMIT
16. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
17. NOT USED.
18. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
19. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT

SITE LEGEND

- LANDSCAPED AREA
- PAVING – SEE "C" DRWGS. FOR THICKNESS
- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 19')
- HANDICAP PARKING STALL (9' X 19')

Property owner

LGE DESIGN GROUP
1200 NORTH 52ND STREET
PHOENIX, AZ 85008
ARCHITECT: BEN McRAE
PROJECT DIRECTOR: JOHN MOCARSKI
PHONE: 480-966-4001
E-MAIL: JOHNM@LGEDESIGNGROUP.COM

Address of the property

TBD

Assessor's Parcel Number

419-140-057

Zoning

REGIONAL IDUSTRIAL

Legal description

REAL PROPERTY IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THAT PORTION OF THE SECTION 12, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, SHOWN AS A PORTION OF THE REMAINDER PARCEL ON PARCEL MAP NO. 22175 ON FILE IN BOOK 145 PAGES 61 THROUGH 67, INCLUSIVE OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING NORTH OF THE NORTH LINE OF SUN LAKES BOULEVARD AS DESCRIBED IN THE GRANT DEED TO THE CITY OF BANNING BY DEED RECORDED DECEMBER 12, 1986 AS INSTRUMENT NO. 86-316895 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA AND AS SHOWN ON SAID PARCEL MAP.

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 27450-3 IN BOOK 269 PAGES 58 THROUGH 66 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF PARCEL MAP NO. 23921 IN BOOK 159 PAGES 68 THROUGH 71 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF PARCEL MAP NO. 29395 IN BOOK 195 PAGES 66 AND 67 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 27450-1 IN BOOK 254 PAGES 85 THROUGH 94 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 27450-2 IN BOOK 260 PAGES 34 THROUGH 36 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 28142-1 IN BOOK 260 PAGES 37 THROUGH 39 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 28142-2 IN BOOK 269 PAGES 67 THROUGH 70 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 30184 IN BOOK 321 PAGES 77 THROUGH 78 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 28032 IN BOOK 254 PAGES 95 THROUGH 98 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

Applicant

LGE DESIGN GROUP
1200 NORTH 52ND STREET
PHOENIX, AZ 85008
ARCHITECT: BEN McRAE
PROJECT DIRECTOR: JOHN MOCARSKI
PHONE: 480-966-4001
E-MAIL: JOHNM@LGEDESIGNGROUP.COM

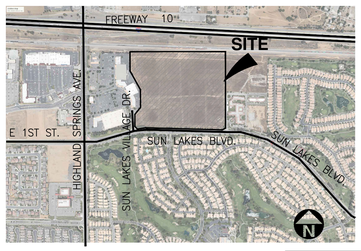
Applicant's respresentative

HPA, INC.
18831 BARDEEN AVE SUITE 100
IRVINE CA 92612
TEL: 949-862-2116
ATTN: SHA LIU MAHONEY

PROJECT DATA

INDUSTRIAL SITE			RETAIL SITE		
SITE AREA:			SITE AREA:		
Total Site Area:	30.219215 a	1,316,349 s.f.	Area:	6.63 Acres	297,492 s.f.
BUILDING AREA			BUILDING AREA		
Office - 1st floor		10,000 s.f.	B1		1,600 s.f.
Office - 2nd floor		0 s.f.	B2		8,400 s.f.
Warehouse		609,959 s.f.	B3		6,600 s.f.
TOTAL		619,959 s.f.	B4		5,400 s.f.
COVERAGE		47.1%	B5		5,400 s.f.
AUTO PARKING REQUIRED			B6		6,600 s.f.
Office: 1/300 s.f.		40 stalls	TOTAL		34,000 s.f.
Whse: 1st 20K @ 1/1,000 s.f.		20 stalls	COVERAGE		11.4%
Whse: above 20K @ 1/2,000 s.f.		300 stalls	AUTO PARKING REQUIRED		
TOTAL		360 stalls	Drive thru: total per 100		16 stalls
AUTO PARKING PROVIDED			Retail total per 250		130 stalls
Standard (9' x 19')		345 stalls			stalls
Standard ADA (1 EV parking included)		8 stalls	TOTAL		146 stalls
Van ADA (1 EV parking included)		3 stalls	AUTO PARKING PROVIDED		
Standard EV Parking		23 stalls	Standard (9' x 19')		262 stalls
Clean Air		8 stalls	ADA		13 stalls
TOTAL		391 stalls	TOTAL		275 stalls
TRAILER PARKING PROVIDED					
Trailer (12' x 53')		160 stalls			
BIKE PARKING PROVIDED					
Short term/bike parking		9 stalls			
Long term/bike parking		9 stalls			
TOTAL		18 stalls			
ZONING ORDINANCE FOR CITY:			ZONING ORDINANCE FOR CITY:		
Zoning Designation - Regional Industrial (RI)			Zoning Designation - Regional Industrial (RI)		
SETBACKS			SETBACKS		
Front - 25'			Front - 20'		
MAXIMUM BUILDING HEIGHT ALLOWED			MAXIMUM BUILDING HEIGHT ALLOWED		
Height - 100'			Height - 150'		
MAXIMUM FLOOR AREA RATIO			MAXIMUM FLOOR AREA RATIO		
FAR - 55			FAR - 55		
LANDSCAPE REQUIREMENT			LANDSCAPE REQUIREMENT		
10% of lot area subtracting the parking area		s.f.	10% of lot area subtracting the parking area		s.f.
LANDSCAPE PROVIDED			LANDSCAPE PROVIDED		
Percentage			Percentage		
In s.f.		s.f.	In s.f.		s.f.

VICINITY MAP



HPA architecture

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT JONG NAM C-29457 3-31-23 RENEWAL DATE STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

-

Project:

Banning Point

City of Banning, CA

Consultants:

CIVIL	THIENES
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER
FIRE PROTECTION	
SOILS ENGINEER	

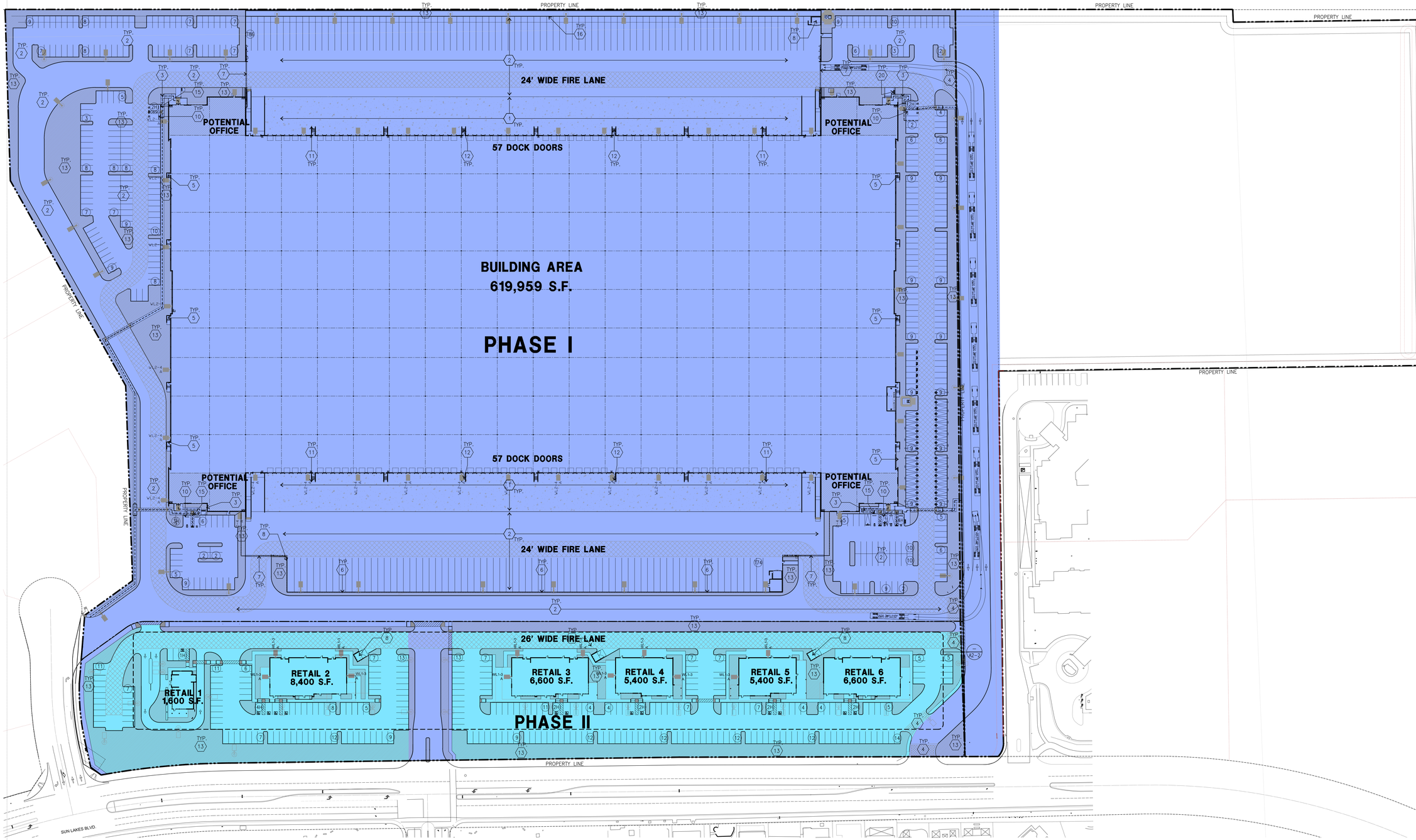
Title: OVERALL SITE PLAN

Project Number: 20394
Drawn by: SLM
Date: 11/12/21
Revision:

Sheet:

DAB-A1.1

OFFICIAL USE ONLY



OVERALL SITE PLAN A
scale: 1" = 60'-0"

SCALE: 1" = 60'-0"
0 60' 120' 180'
N TRUE NORTH

LEGEND

- PHASE I
- PHASE II

HPA architecture

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT — YOUNG NAM — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

Project:

Banning Point

City of Banning, CA

Consultants:

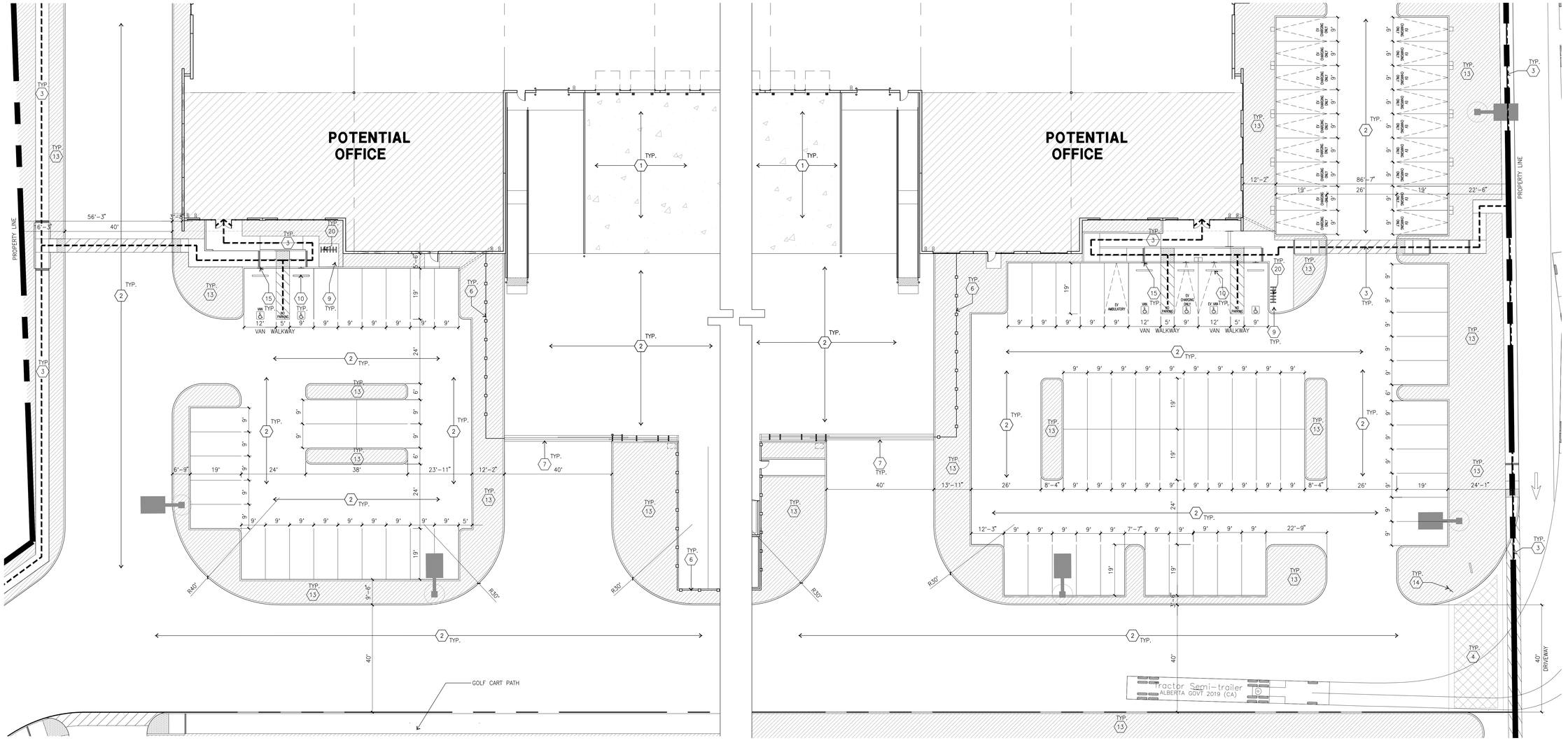
CIVIL	THIENES
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER
FIRE PROTECTION	
SOILS ENGINEER	

Title: PROJECT PLAN

Project Number: 20394
Drawn by: SLM
Date: 11/12/21
Revision:

Sheet:

DAB-A1.1A



ENLARGED SITE PLAN B

scale: 1/16" = 1'-0"

0 16' 32' 48' TRUE NORTH

ENLARGED SITE PLAN A

scale: 1/16" = 1'-0"

0 16' 32' 48' TRUE NORTH

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT,
2. PAVING PER CIVIL
3. CONCRETE WALKWAY
4. DRIVEWAY APRON @ ENTRANCE
5. 5'-6"X5'-6"X4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
6. 8'H WROUGHT IRON FENCE
7. PROVIDE METAL, MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
8. TRASH ENCLOSURE, REFER TO DAB-A1.5
9. SMOKING AREA.
10. PRE-CAST CONC. WHEEL STOP
11. CONC. FILLED GUARD POST "6 DIA. U.N.O. 42" H,
12. EXTERIOR CONC. STAIR.
13. LANDSCAPE. SEE "L" DWGS. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
14. HANDICAPPED ENTRY SIGN
15. HANDICAPPED PARKING STALL SIGN
16. 14' CONCRETE TILT WALL TO SCREEN THE TRUCK YARD
17. APPROXIMATE LOCATION OF THE TRANSFORMER AND GENERATOR
18. 12" CONCRETE CURB
19. CONCRETE SIDEWALK. SEE CIVIL PLAN.
20. BIKE RACK.

SITE PLAN GENERAL NOTES

1. NOT USED.
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET A0.1 ARE MINIMUM STANDARDS.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "L" DRAWINGS FOR FINISH.
11. NOT USED
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
14. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
15. ALL NEW UTILITY CONNECTIONS WITHIN THE ROAD RIGHT OF WAY ARE PER SEPARATE REVIEW AND PERMIT
16. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
17. NOT USED.
18. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
19. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT

SITE LEGEND

- LANDSCAPED AREA
- PAVING – SEE "C" DRWGS. FOR THICKNESS
- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 19')
- HANDICAP PARKING STALL (9' X 19')

HPA architecture

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LICENSED ARCHITECT — LORNG NAM — C-29457 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

-

Project:

Banning Point

City of Banning, CA

Consultants:

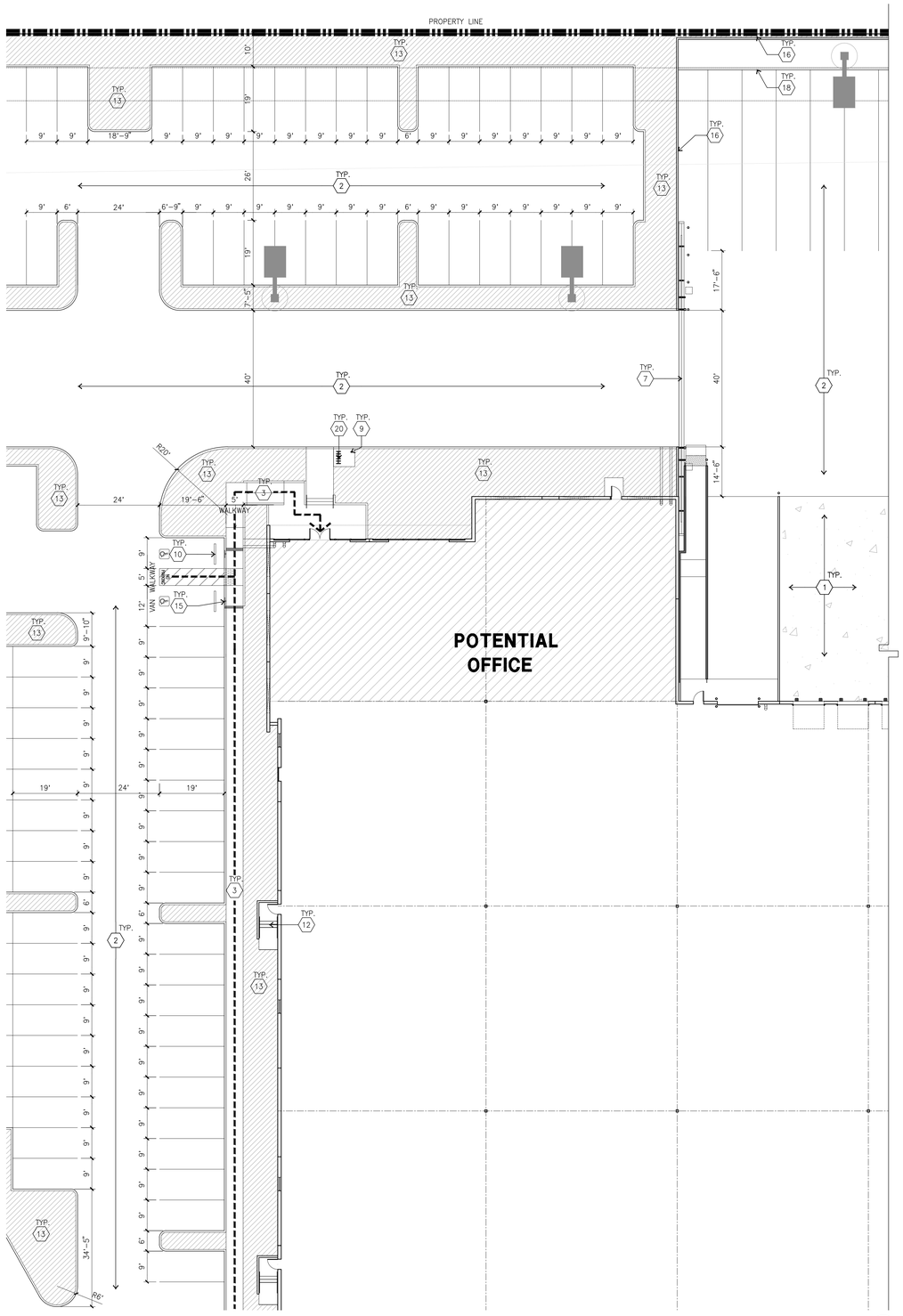
CIVIL	THIENES
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER
FIRE PROTECTION	
SOILS ENGINEER	

Title: ENLARGED SITE PLAN

Project Number:	20394
Drawn by:	SLM
Date:	11/12/21
Revision:	

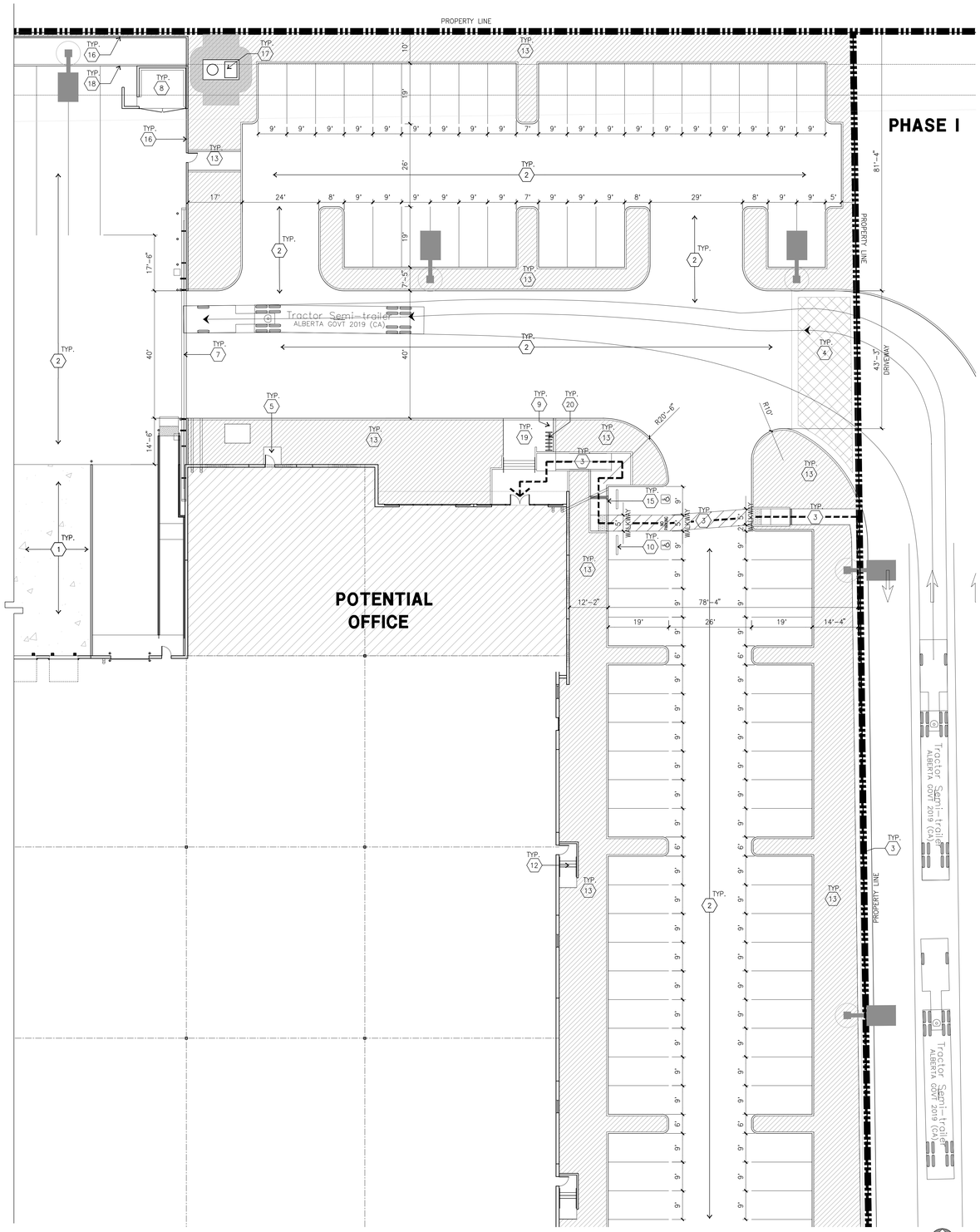
Sheet:

DAB-A1.2



ENLARGED SITE PLAN B

scale: 1/16" = 1'-0"



ENLARGED SITE PLAN A

scale: 1/16" = 1'-0"

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT.
2. PAVING PER CIVIL
3. CONCRETE WALKWAY
4. DRIVEWAY APRON @ ENTRANCE
5. 5'-6"X5'-6"X4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
6. 8'H WROUGHT IRON FENCE
7. PROVIDE METAL, MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
8. TRASH ENCLOSURE, REFER TO DAB-A1.5
9. SMOKING AREA.
10. PRE-CAST CONC. WHEEL STOP
11. CONC. FILLED GUARD POST "6 DIA. U.N.O. 42" H,
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13. LANDSCAPE. SEE "L" DWGS. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
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17. APPROXIMATE LOCATION OF THE TRANSFORMER AND GENERATOR
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19. CONCRETE SIDEWALK. SEE CIVIL PLAN.
20. BIKE RACK.

SITE PLAN GENERAL NOTES

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3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
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8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
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SITE LEGEND

- LANDSCAPED AREA
- PAVING – SEE "C" DRWGS. FOR THICKNESS
- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 19')
- HANDICAP PARKING STALL (9' X 19')

HPA architecture

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irvine, ca
92612
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email: hpa@hparchs.com

LICENSED ARCHITECT — HONG NAM — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

Project:

Banning Point

City of Banning, CA

Consultants:

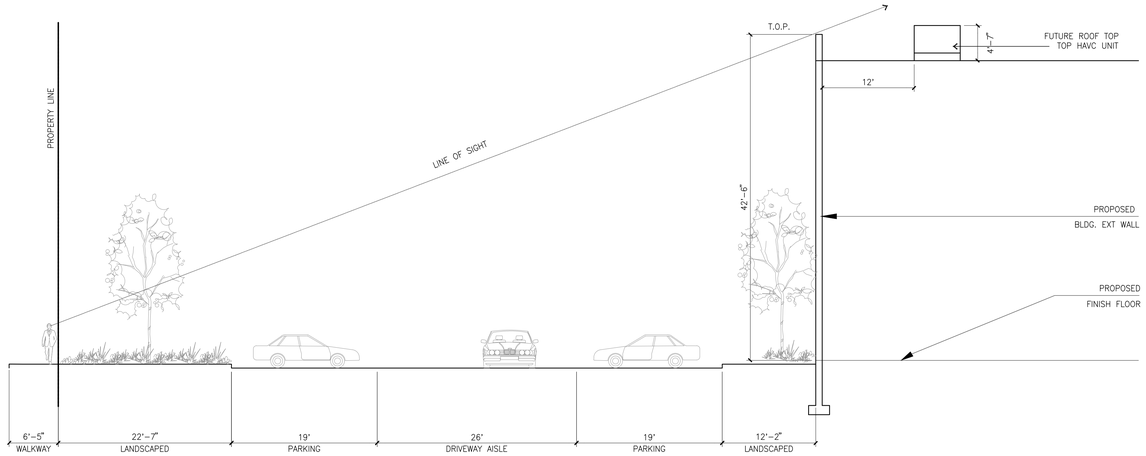
CIVIL	THIENES
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER
FIRE PROTECTION	
SOILS ENGINEER	

Title: ENLARGED SITE PLAN

Project Number:	20394
Drawn by:	SLM
Date:	11/12/21
Revision:	

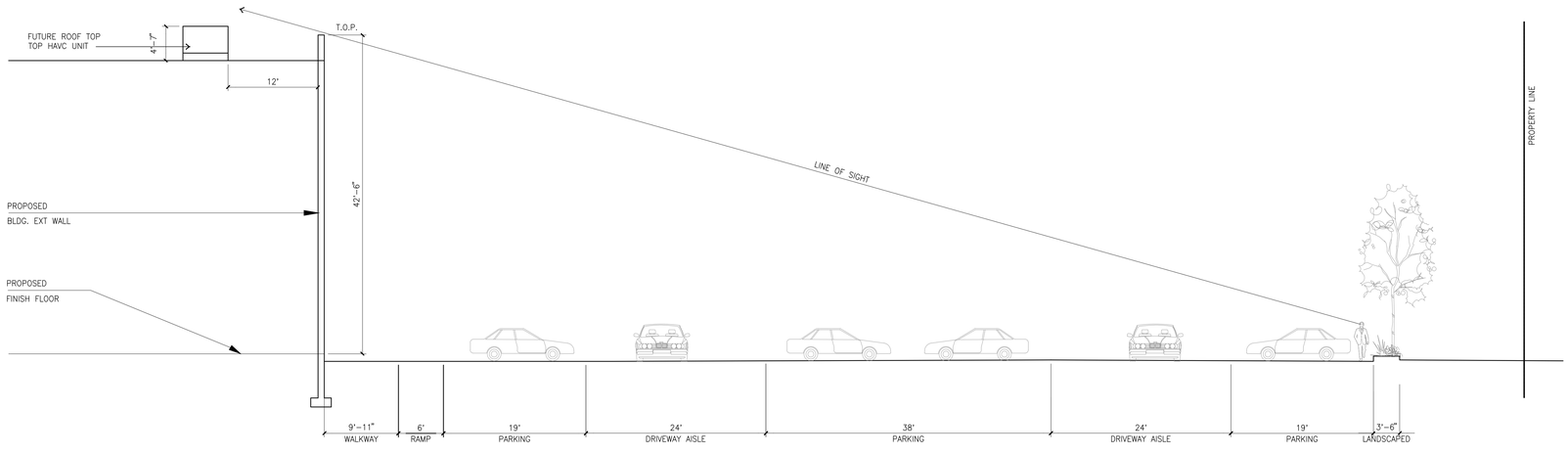
Sheet:

DAB-A1.3



SECTION A
scale: 1/8" = 1'-0"

0 8' 16' 48'
TRUE NORTH



SECTION B
scale: 1/8" = 1'-0"

0 8' 16' 24'
TRUE NORTH

HPA architecture

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT
YONG NAM
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

Project:

Banning Point

City of Banning, CA

Consultants:

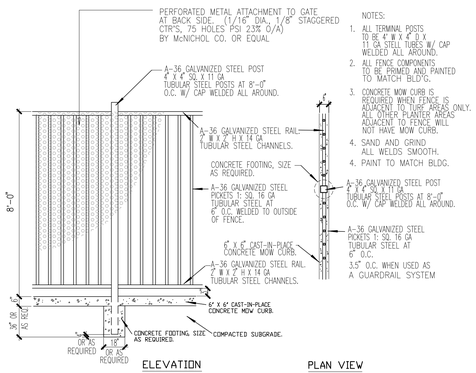
CIVIL	THIENES
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER
FIRE PROTECTION	
SOILS ENGINEER	

Title: SECTION

Project Number: 20394
Drawn by: SLM
Date: 11/12/21
Revision:

Sheet:

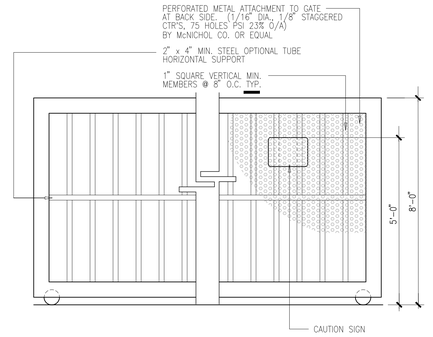
DAB-A1.4



NOTES:
1. ALL TERMINAL POSTS TO BE 4" W X 4" D X 11 GA STEEL TUBES W/ CAP WELDED ALL AROUND.
2. ALL FENCE COMPONENTS TO BE PRIMED AND PAINTED TO MATCH BLDG.
3. CONCRETE MOW CURB IS REQUIRED WHEN FENCE IS ADJACENT TO TURF AREAS ONLY. ALL OTHER PLANTER AREAS ADJACENT TO FENCE WILL NOT HAVE MOW CURB.
4. SAND AND GRIND ALL WELDS SMOOTH.
4. PAINT TO MATCH BLDG.

WROUGHT IRON FENCE
SCALE: 1/2" = 1'-0"

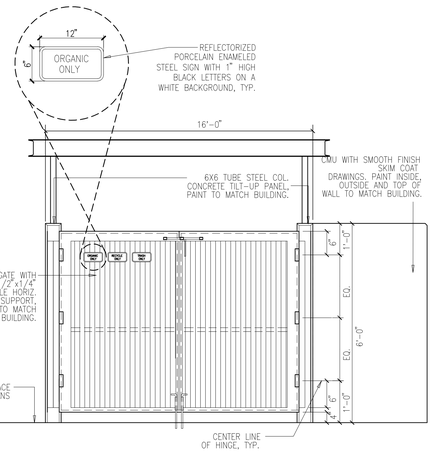
3



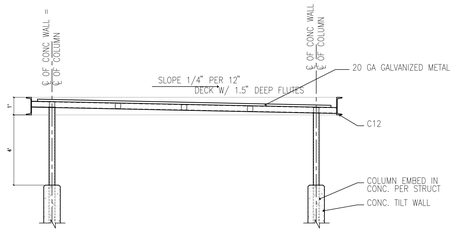
NOTES:
1. SAND AND GRIND ALL WELDS SMOOTH. PRIME AND PAINT TO BLACK
2. SEE SCREEN WALL ELEVATION FOR HEIGHT.
3. EXTERIOR GATES SHALL BE ABLE TO HAVE BUS PAD LOCK FIRE DEPARTMENT PAD LOCK.

METAL GATE
SCALE: 1/2" = 1'-0"

1

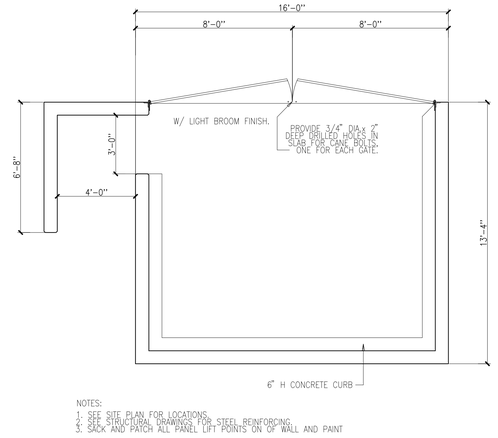


TRASH ENCLOSURE GATE ELEVATION
4



TRASH ENCLOSURE/ CANOPY DETAIL
SCALE: N.T.S.

5



NOTES:
1. SEE SITE PLAN FOR LOCATIONS.
2. SEE STRUCTURAL DRAWINGS FOR STEEL REINFORCING.
3. SACK AND PATCH ALL PANEL LIFT POINTS ON OF WALL AND PAINT

TRASH ENCLOSURE PLAN
SCALE: N.T.S.

2

HPA architecture
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT — LORNG NAM — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

-

Project:

Banning Point

City of Banning, CA

Consultants:

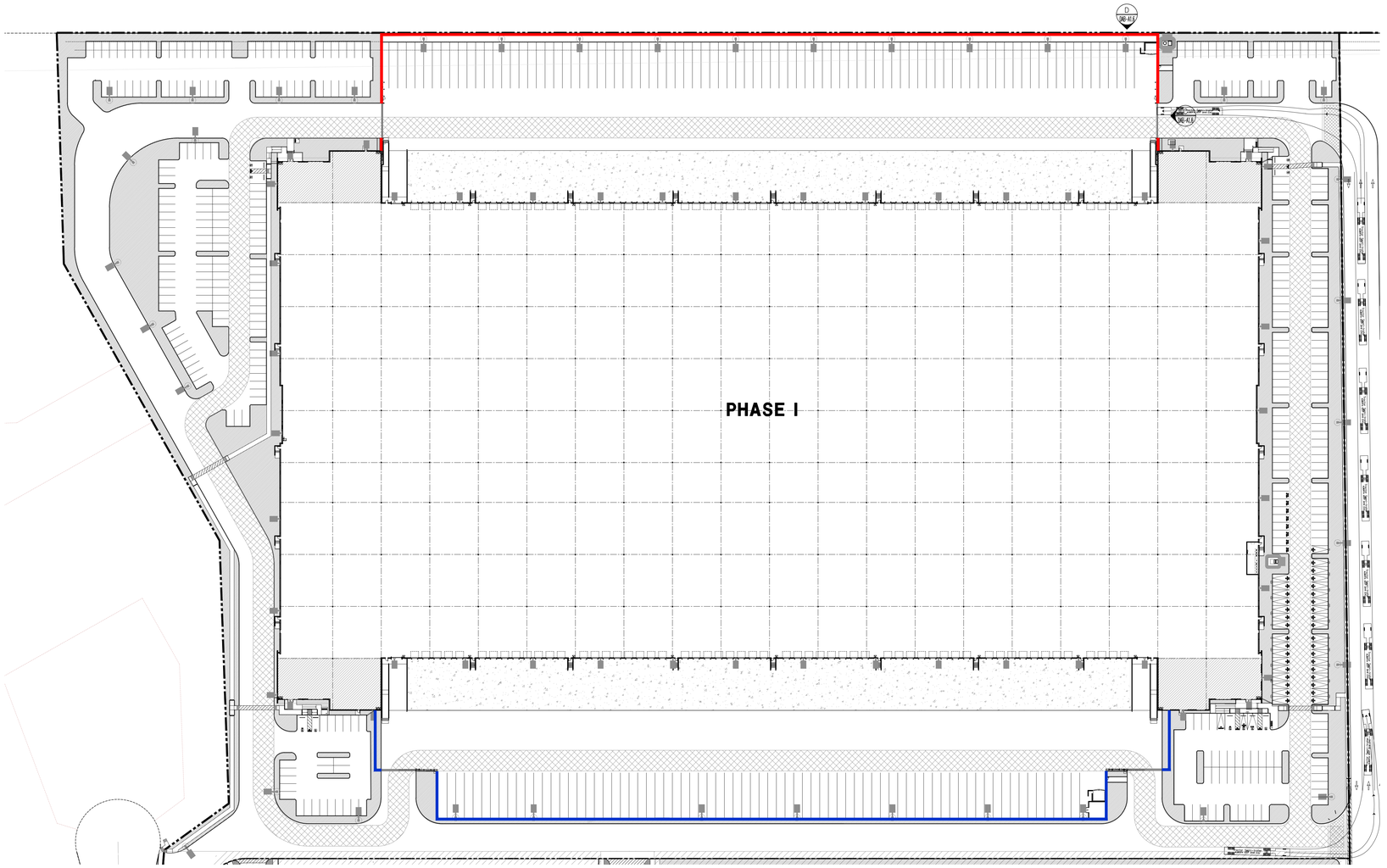
CIVIL	THIENES
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER
FIRE PROTECTION	
SOILS ENGINEER	

Title: DETAILS

Project Number: 20394
Drawn by: SLM
Date: 11/10/21
Revision:

Sheet:

DAB-A1.5

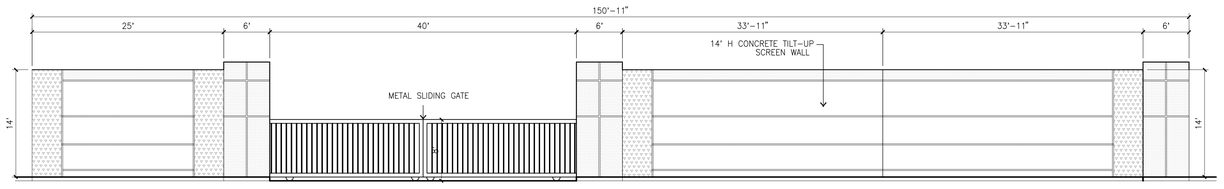


LEGEND

- FENCE
- SCREENWALL

OVERALL SITE PLAN (A)
scale: 1" = 60'-0"

SCALE: 1" = 60'-0"
0 60' 120' 180'
TRUE NORTH



SCREEN WALL (C)
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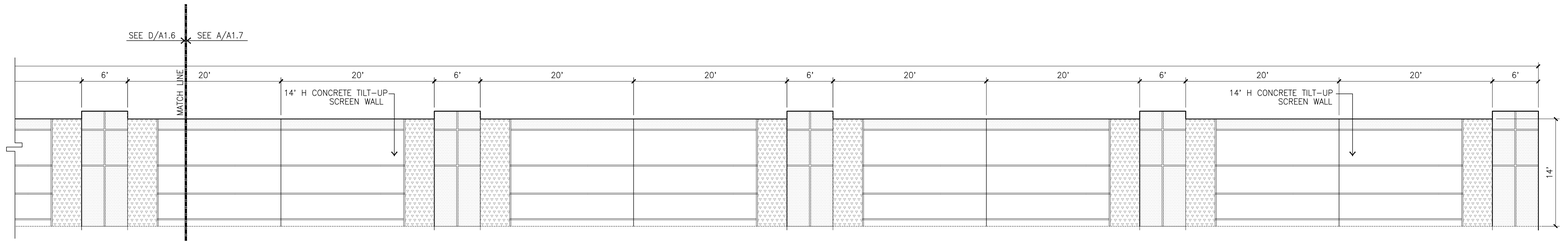

SCREEN WALL (D)
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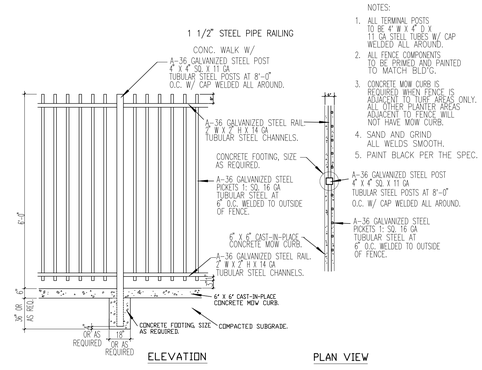


METAL FENCE DETAIL (B)
scale: 1/8"=1'-0"

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT — LORRI M. HANSEN — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

Project:

Banning Point

City of Banning, CA

Consultants:

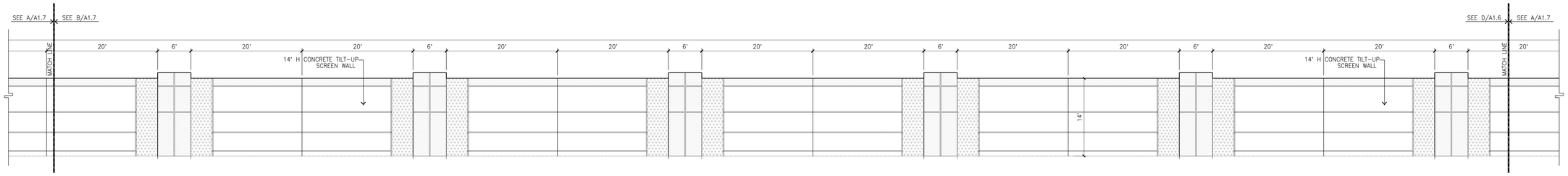
CIVIL	THIENES
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER
FIRE PROTECTION	
SOILS ENGINEER	

Title: SCREENWALL

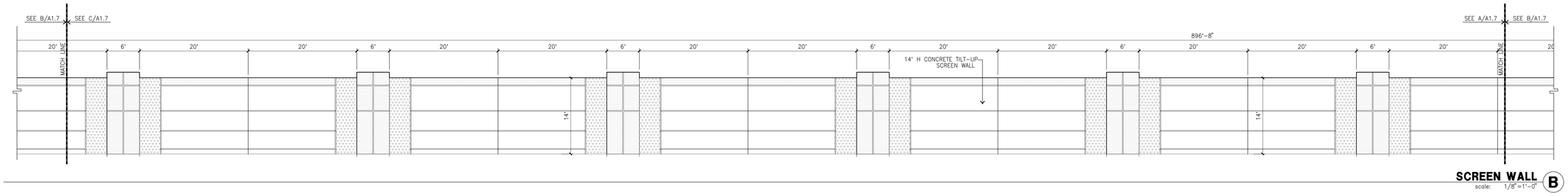
Project Number: 20394
Drawn by: SLM
Date: 11/12/21
Revision:

Sheet:

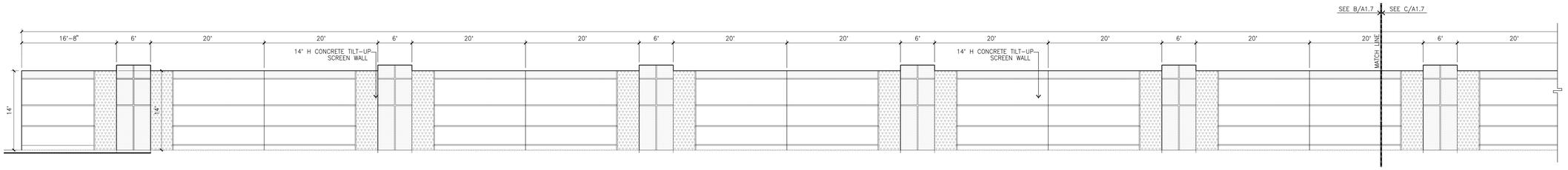
DAB-A1.6



SCREEN WALL A
scale: 1/8"=1'-0"

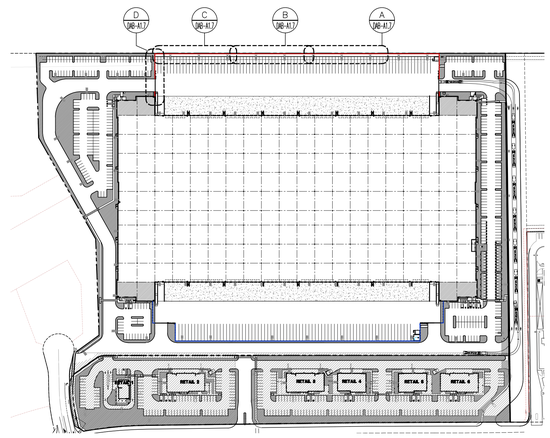


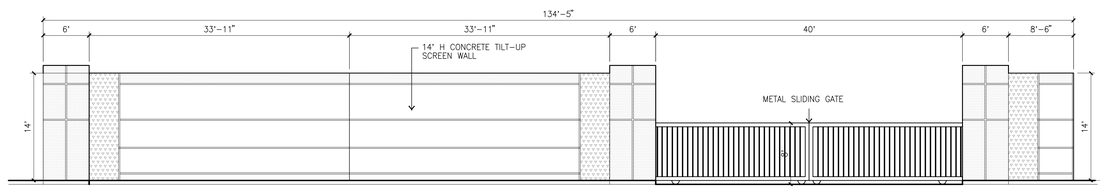
SCREEN WALL B
scale: 1/8"=1'-0"



SCREEN WALL C
scale: 1/8"=1'-0"

KEYMAP





SCREEN WALL D
scale: 1/8"=1'-0"

HPA architecture

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LICENSED ARCHITECT
CHONG NAM
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

-

Project:

Banning Point

City of Banning, CA

Consultants:

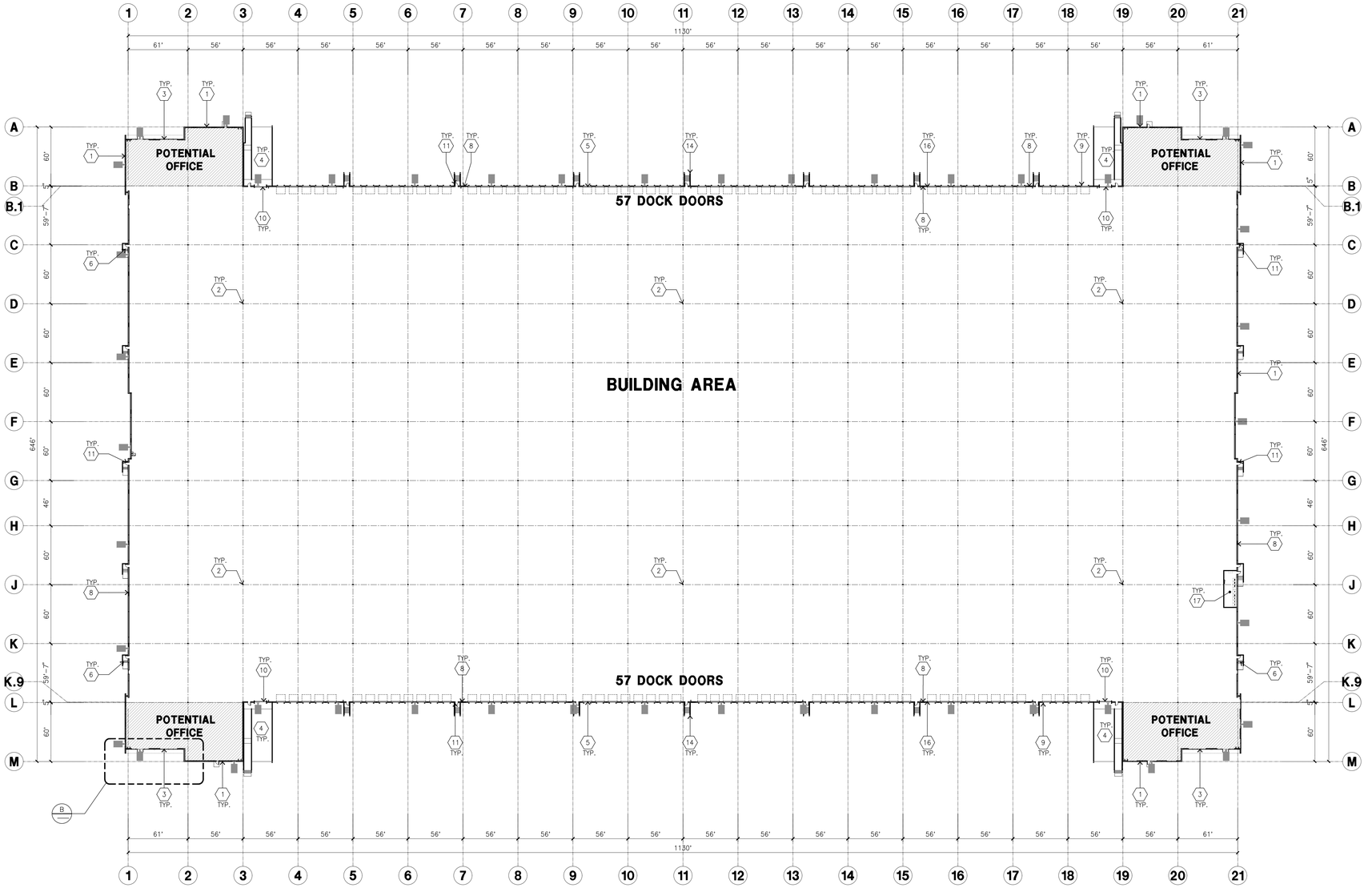
CIVIL	THIENES
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER
FIRE PROTECTION	
SOILS ENGINEER	

Title: SCREENWALL

Project Number: 20394
Drawn by: SLM
Date: 11/12/21
Revision:

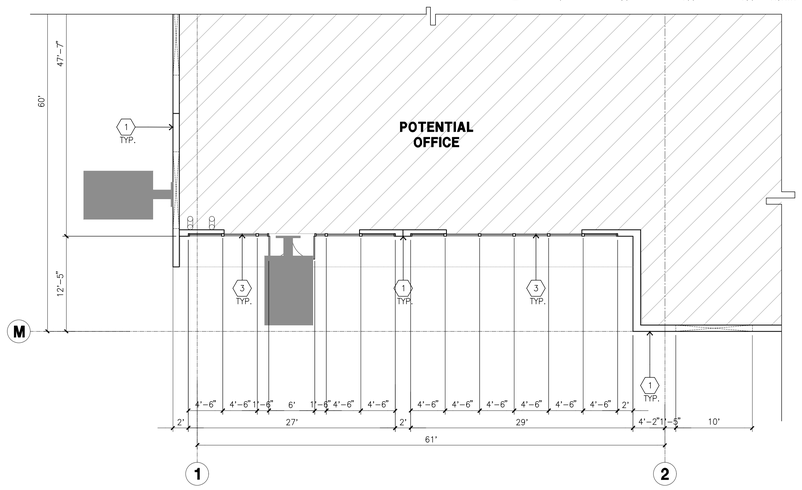
Sheet:

DAB-A1.7



OVERALL FLOOR PLAN A
scale: 1" = 50'-0"

SCALE: 1" = 50'-0"
0 50' 100' 150'
TRUE NORTH



ENLARGED FLOOR PLAN A
scale: 1/8" = 1'-0"

SCALE: 1/8" =1'-0"
0 8' 16' 24'
TRUE NORTH

KETNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP, SEE "S" DWG FOR DETAIL.
5. 9'-0" X 10' TRUCK DOOR, SECTIONAL O'H., STANDARD GRADE. DESIGNED TO RESIST WIND 90 MPH., EXPOSURE "C".
6. EXTERIOR CONCRETE STAIR
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BLOOM FINISH. SLOPE TO BE 1/4" : 12" MAX. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
8. LOUVERED OPENING FOR VENTILATION.
9. DOCK DOOR BUMPER
10. 12' X 14' DRIVE THRU. SECTIONAL OH., STANDARD GRADE. DESIGNED TO RESIST WIND 90 MPH., EXPOSURE "C".
11. 3'X7' HOLLOW METAL EXTERIOR MAN DOOR. DESIGNED TO RESIST WIN 90 MPH., EXPOSURE "C".
12. NOT USED
13. NOT USED
14. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 42"H.
15. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER,
16. Z GUARD
17. APPROXIMATE LOCATION OF ELECTRICAL ROOM

GENERAL NOTES - FLOOR PLAN

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 100' MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
C. THE BUILDING FLOOR SLAB IS SLOPED, SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
D. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
E. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
F. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
G. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
H. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET AD.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
I. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
J. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE.
K. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
L. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
M. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 1133B.1.1.1
N. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW, SEE A/A4.1 OFFICE SECTION.

FLOOR SLAB AND POUR STRIPS REQ.

THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS

1. FLOOR COMPACTION - 95%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB:
   A. 6" THICK MIN. UNREINFORCED CONCRETE OVER COMPACTED SOILS
   B. 3/4" - 16"LONG @ 12" O.C. DOWELS AT ALL CONSTRUCTION JOINTS
      3/4" - 16"LONG @ 24" O.C. DOWELS IN DOWEL BASKET AT ALL CONTROL JOINTS.
   C. 4,000 P.S.I. REQUIREMENT.
   D. SLUMP TO BE 4" +/- 1"
   E. JOINT SPACING PER A.C.I. 302-1R-96
   F. SAW-CUT DEPTH 1/4 T; SOFT SAW-CUTTING WITHIN 2 HRS OF FINISHING
4. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER A.C.I. 302-1R-96
5. CONCRETE SLAB TO HAVE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
6. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLINE FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DIAPERED.
8. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB.
9. SLAB TO BE FF35 FL24 MEASURED WITHIN 24 HOURS.
10. NO FLY ASH IN THE CONCRETE
11. WHERE [ ] INDICATED, PROVIDE VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION.
    CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SAND OVER VIQUEEN ARE REQUIRED, SHALL BE NATURALLY HYDRATED WITHOUT USE OF BURLENE, CURING COMPOUND, OR RELEASE AGENTS.
    CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH MM-80 JOINT FILLER IN FUTURE OFFICE AREAS.
12. SEAL CONCRETE SLAB W/ "LIPIDOLITH" SEALER

HPA architecture
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT — TIMOTHY NAM — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

-

Project:

Banning Point

City of Banning, CA

Consultants:

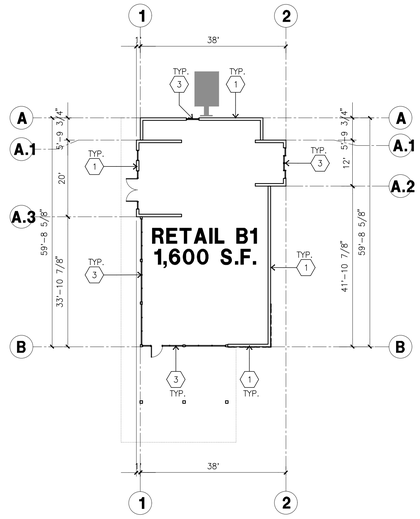
CIVIL	THIENES
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER
FIRE PROTECTION	
SOILS ENGINEER	

Title: OVERALL FLOOR PLAN

Project Number: 20394
Drawn by: SLM
Date: 11/10/21
Revision:

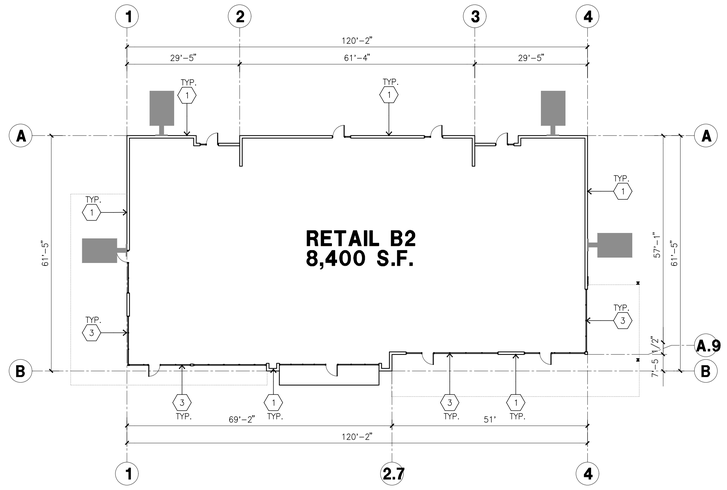
Sheet:

DAB-A2.1



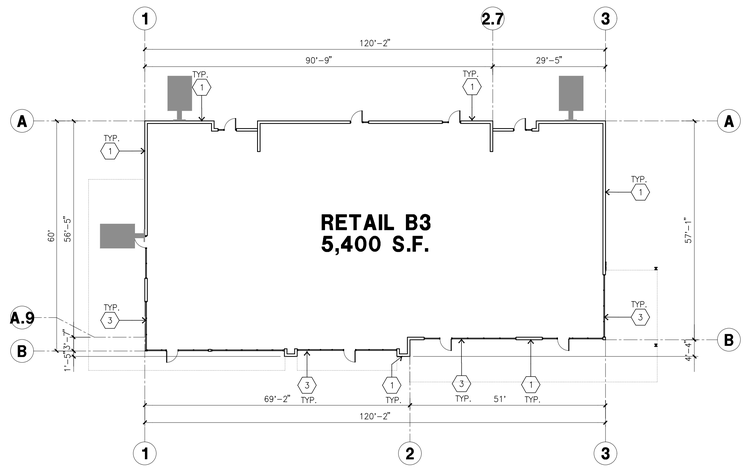
OVERALL FLOOR PLAN A
scale: 1/16" = 1'-0"

SCALE: 1/16" = 1'-0"
0 16' 32' 46' TRUE NORTH



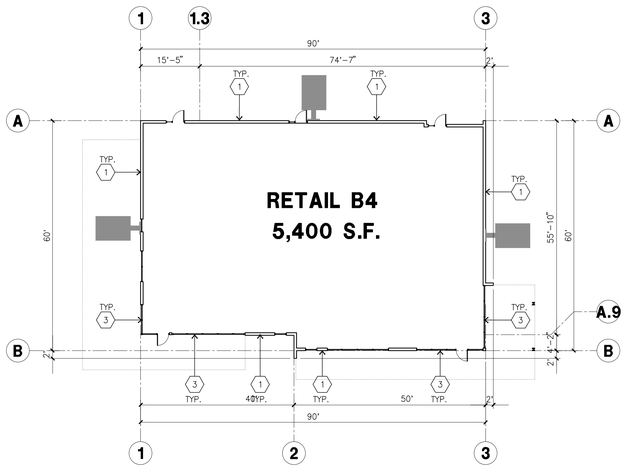
OVERALL FLOOR PLAN B
scale: 1/16" = 1'-0"

SCALE: 1/16" = 1'-0"
0 16' 32' 46' TRUE NORTH



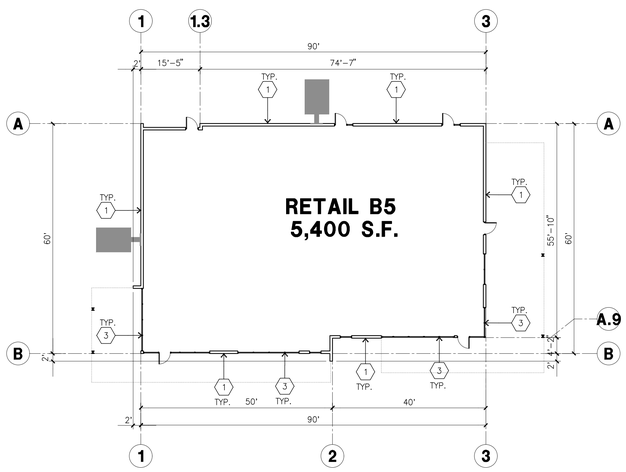
OVERALL FLOOR PLAN C
scale: 1/16" = 1'-0"

SCALE: 1/16" = 1'-0"
0 16' 32' 46' TRUE NORTH



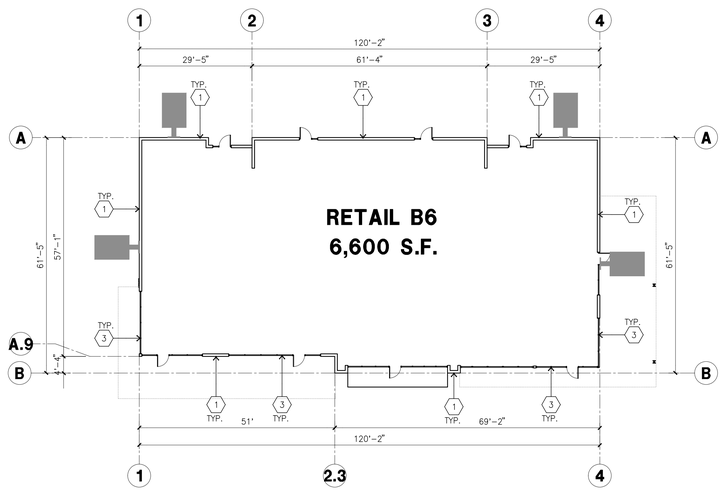
OVERALL FLOOR PLAN D
scale: 1/16" = 1'-0"

SCALE: 1/16" = 1'-0"
0 16' 32' 46' TRUE NORTH



OVERALL FLOOR PLAN E
scale: 1/16" = 1'-0"

SCALE: 1/16" = 1'-0"
0 16' 32' 46' TRUE NORTH



OVERALL FLOOR PLAN F
scale: 1/16" = 1'-0"

SCALE: 1/16" = 1'-0"
0 16' 32' 46' TRUE NORTH

KETNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP, SEE "S" DWG FOR DETAIL.
5. 9'-0" X 10' TRUCK DOOR, SECTIONAL O/H., STANDARD GRADE. DESIGNED TO RESIST WIND 90 MPH., EXPOSURE "C".
6. EXTERIOR CONCRETE STAIR
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BLOOM FINISH. SLOPE TO BE 1/4" : 12" MAX. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
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12. NOT USED
13. NOT USED
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15. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER.
16. Z GUARD
17. APPROXIMATE LOCATION OF ELECTRICAL ROOM

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B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
C. THE BUILDING FLOOR SLAB IS SLOPED, SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
D. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
E. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
F. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
G. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
H. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A0.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
I. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
J. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE.
K. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
L. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
M. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 1133B.1.1.1
N. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW, SEE A/A4.1 OFFICE SECTION.

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THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS

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   B. 3/4" - 16"LONG @ 12" O.C. DOWELS AT ALL CONSTRUCTION JOINTS
      3/4" - 16"LONG @ 24" O.C. DOWELS IN DOWEL BASKET AT ALL CONTROL JOINTS.
   C. 4,000 P.S.I. REQUIREMENT.
   D. SLUMP TO BE 4" +/- 1"
   E. JOINT SPACING PER A.C.I. 302-IR-96
   F. SAW-CUT DEPTH 1/4 T; SOFT SAW-CUTTING WITHIN 2 HRS OF FINISHING
4. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER A.C.I. 302-IR-96
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6. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLINE FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DIAPERED.
8. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB
9. SLAB TO BE FF35 FL24 MEASURED WITHIN 24 HOURS.
10. NO FLY ASH IN THE CONCRETE
11. WHERE [hatch] INDICATED, PROVIDE VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION.
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    CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH MM-80 JOINT FILLER IN FUTURE OFFICE AREAS.
12. SEAL CONCRETE SLAB W/ "LIPIDOLITH" SEALER

HPA architecture
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT
JOHN G. NAM
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

-

Project:

Banning Point

City of Banning, CA

Consultants:

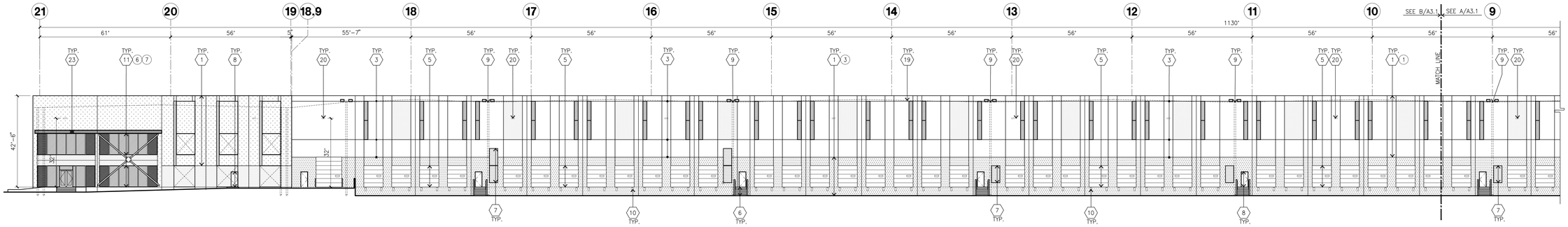
CIVIL	THIENES
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER
FIRE PROTECTION	
SOILS ENGINEER	

Title: RETAIL FLOOR PLAN

Project Number: 20394
Drawn by: SLM
Date: 11/10/21
Revision:

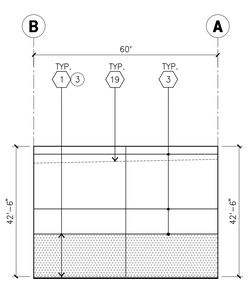
Sheet:

DAB-A2.2



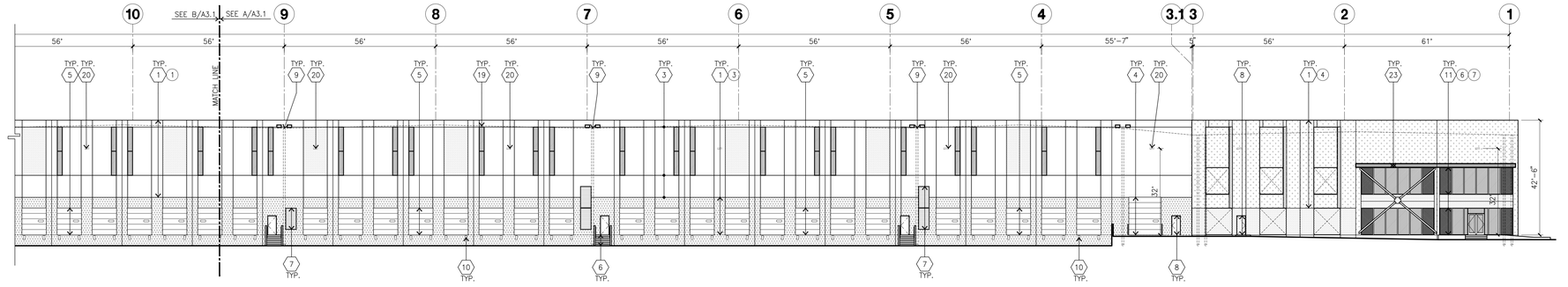
NORTH ELEVATION A

scale: 1" = 20'-0"



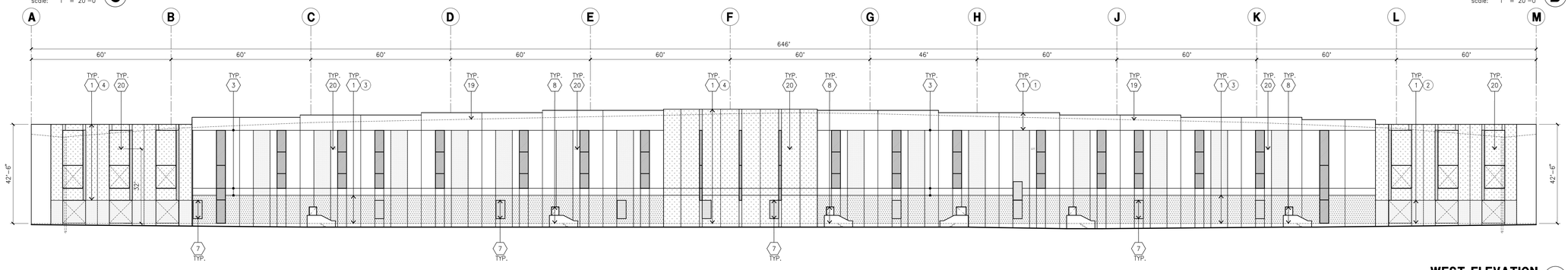
NORTHWEST ELEVATION C

scale: 1" = 20'-0"



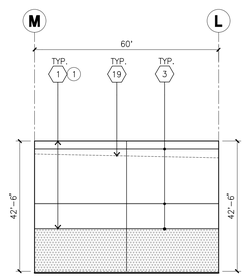
NORTH ELEVATION (CON'T.) B

scale: 1" = 20'-0"



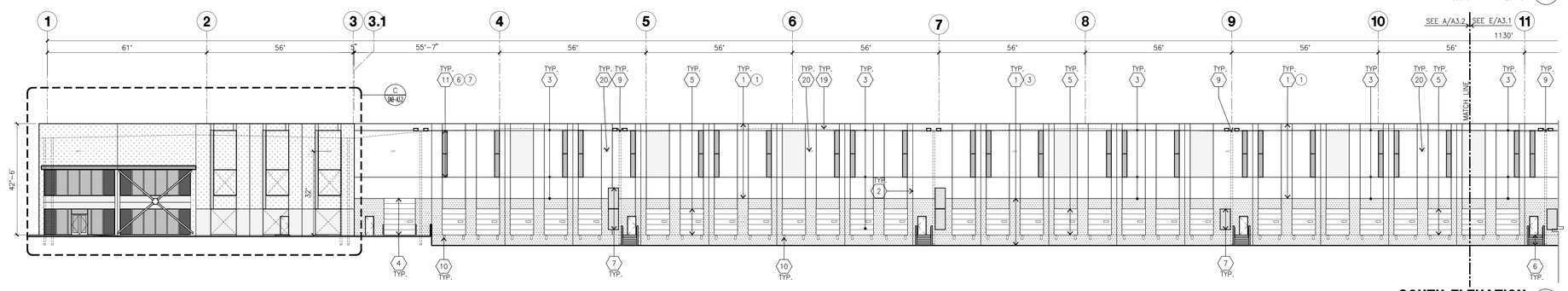
WEST ELEVATION D

scale: 1" = 20'-0"



SOUTHWEST ELEVATION F

scale: 1" = 20'-0"



SOUTH ELEVATION E

scale: 1" = 20'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. 12" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN. NOT REQUIRED AT DOCK HIGH CONDITION OR AT RAMP WALLS.
2. PANEL JOINT. SEE "S" DRAWINGS. SEE 4/AD.3
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR.
5. OVERHEAD DOOR @ DOCK HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
7. METAL LOUVER, SEE DETAIL 8/AD.4. PAINT TO MATCH BUILDING COLOR
8. HOLLOW METAL DOORS, SEE DOOR SCHEDULE. PROVIDE FOR RAIN DIVERTER ABOVE DOOR. PAINT TO MATCH FIELD COLOR.
9. EXTERIOR METAL DOWNSPOUT WITH 2 OVERFLOW SCUPPERS. SEE DETAIL 12,13,14,15/AD.3.
10. DOCK BUMPER. SEE DETAIL 4/AD.4.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, AND WINDOWS. SEE DETAIL 12/AD.4
12. METAL GATE WITH KNOX BOX PER FIRE DEPARTMENT SEE 8/AD.2 PRIME AND PAINT BLACK
13. EXTERIOR METAL STAIR. SEE DETAILS 1, 2, 3, 3A, 5/AD.5.
14. INTERIOR ROOF DRAIN WITH 2 OVERFLOW SCUPPERS. CONTRACTOR TO VERIFY WITH "P" DWGS. SEE DETAIL 17/AD.3.
15. NOT USED.
16. ILLUMINATED BUILDING ADDRESS PER FIRE DEPT. REQUIREMENTS. 2" THICK HIGH DENSITY FOAM "HELVATIC BOLD" LETTER W/ 1/16" PVC FACES EPOXY TO WALL. COLOR TO BE SELECTED BY ARCHITECT.
17. CONCRETE RAMP AND GUARDRAIL W/ METAL HANDRAIL.
18. PARAPET RETURN. SEE ROOF PLAN AND "S" DWGS.
19. ROOF LINE BEYOND.
20. EXTERIOR LIGHTING FIXTURE. CENTER BETWEEN PANEL OR ON JOINT U.N.O. SEE "E" DWGS.
21. CONC. FILLED STEEL BOLLARDS, SEE FLR. PLAN.
22. NOT USED.
23. TUBE STEEL CANOPY. SEE "S" DWG. DETAILS 17, 19/AD.3A.
24. DOWNSPOUT PROTECTION. SEE DETAIL 2/AD.3A.

SAFETY NOTES - GLAZING

NOTE: EACH LIGHT OF SAFETY GLAZING MATERIAL INSTALLED IN HAZARDOUS LOCATIONS SHALL BE IDENTIFIED BY PERMANENT LABEL THAT SPECIFIES THE LABELER, AND STATES THAT SAFETY GLAZING MATERIAL HAS BEEN UTILIZED IN SUCH INSTALLATIONS.

A. GLAZING IN INGRESS AND EGRESS DOORS EXCEPT JALOUSIES.

B. GLAZING IN FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SWING DOORS OTHER THAN WARDROBE DOORS

C. GLAZING IN STORM DOORS.

D. GLAZING IN ALL UNFRAMED SWINGING DOORS.

E. GLAZING IN DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHTUBS, AND SHOWERS.

F. GLAZING IN FIXED OR OPENABLE PANELS ADJACENT TO A DOOR WHERE THE NEAREST EXPOSED EDGE OF THE GLAZING IS WITHIN 24 INCHES ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE THE WALKING SURFACE.

G. GLAZING IN AN INDIVIDUAL FIXED OF OPENABLE PANEL, OTHER THAN DESCRIBED IN ITEMS E AND F, THAT MEET ALL OF THE FOLLOWING ARE PRESENT:
1. EXPOSED ARE OF AN INDIVIDUAL PANE GREATER THAN 9 SQUARE FEET.
2. EXPOSED BOTTOM EDGE LESS THAN 18 INCHES ABOVE THE FLOOR.
3. EXPOSED TOP EDGE GREATER THAN 36 INCHES ABOVE THE FLOOR.
4. ONE OR MORE WALKING SURFACES WITHIN 36 INCHES HORIZONTALLY OF THE PLANE OF THE GLAZING.

H. GLAZING IN RAILINGS REGARDLESS OF HEIGHT ABOVE A WALKING SURFACE. INCLUDING ARE STRUCTURAL BALUSTER PANELS AND NONSTRUCTURAL IN-FILL PANELS.

I. GLAZING IN WALLS AND FENCES USED AS THE BARRIER FOR INDOOR AND OUTDOOR SWIMMING POOLS AND SPAS WHEN ALL OF THE FOLLOWING CONDITIONS ARE PRESENT:
1. THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE THE POOL SIDE OF THE GLAZING.
2. THE GLAZING IS WITHIN 5 FEET OF A SWIMMING POOL OR SPA WATER'S EDGE.

J. GLAZING IN WALLS ENCLOSING STAIRWAY LANDINGS OR WITHIN 5 FEET OF THE BOTTOM AND TOP OF STAIRWAYS WHERE THE BOTTOM EDGE OF THE GLASS IS LESS THAN 60 INCHES ABOVE A WALKING SURFACE.

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

COLOR SCHED. - ELEVATIONS

1	CONCRETE TILT-UP PANEL	PAINT BRAND SHERWIN WILLIAMS SW 7006 EXTRA WHITE
2	CONCRETE TILT-UP PANEL	PAINT BRAND SHERWIN WILLIAMS SW 7071 GRAY SCREEN
3	CONCRETE TILT-UP PANEL	PAINT BRAND SHERWIN WILLIAMS SW 7074 SOFTWARE
4	CONCRETE TILT-UP PANEL	PAINT BRAND SHERWIN WILLIAMS SW 7076 CYBERSPACE
5	CONCRETE TILT-UP PANEL	PAINT BRAND SHERWIN WILLIAMS SW 7886 HEARTTHROB
6	GLAZING	COLOR BLUE REFLECTIVE GLAZING
7	MULLIONS	COLOR CLEAR ANODIZED MULLIONS
8	CANOPY	SHERWIN WILLIAMS ACRYLIC LATEX SYSTEMS HIGH GLOSS/HIGH PERFORMANCE SW 7076 CYBERSPACE COLOR METAL CANOPY

GLAZING LEGEND

TEMPERED SPANDREL GLASS 1/4" CLEAR WITH HARMONY BLUE OPACI #6-0025

TEMPERED VISION INSULATED GLASS PPG: VISTACOOL (2) PACIFICA + SOLARBAN SOLARBAN 60 (3) CLEAR U VALUE: 0.27, SHGC: 0.21 AND VLT: 26% 1" INSULATED GLASS WITH 1/2" AIRSPACE AND (2) 1/4" LITES.

HPA architecture

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT — YOUNG NAM — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

Project:

Banning Point

City of Banning, CA

Consultants:

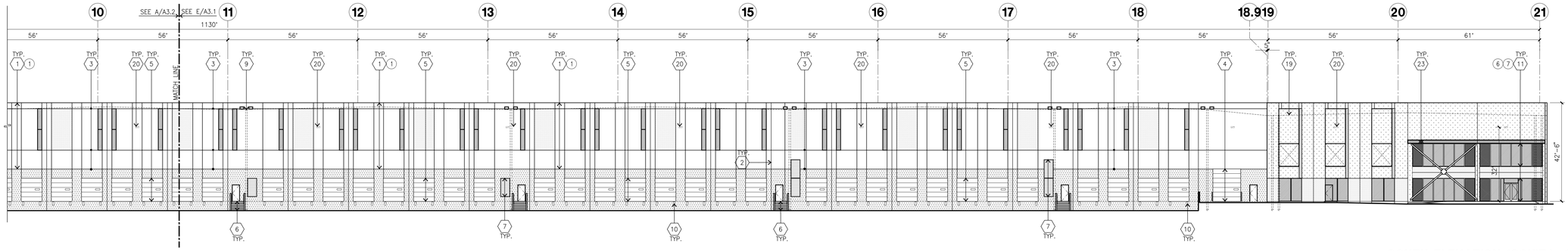
CIVIL — THIENES
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE — HUNTER
FIRE PROTECTION
SOILS ENGINEER

Title: ELEVATION

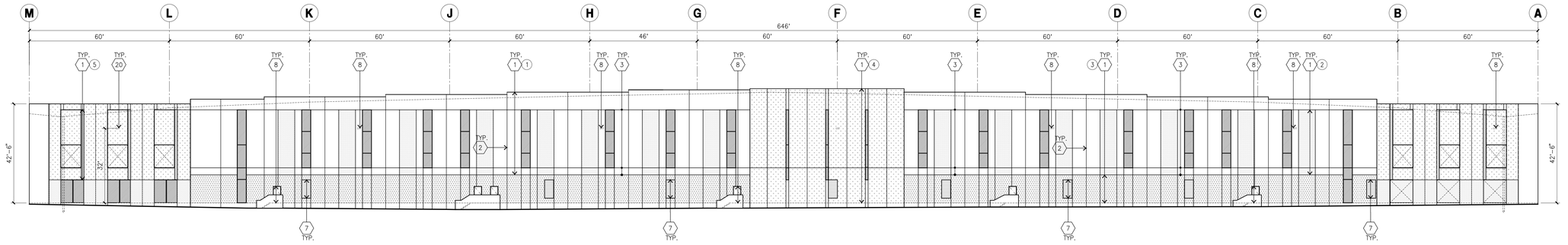
Project Number: 20394
Drawn by: SLM
Date: 11/10/21
Revision:

Sheet:

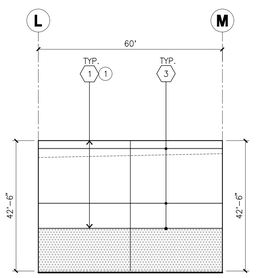
DAB-A3.1



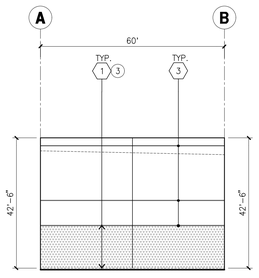
SOUTH ELEVATION (CON'T.) A
scale: 1" = 20'-0"



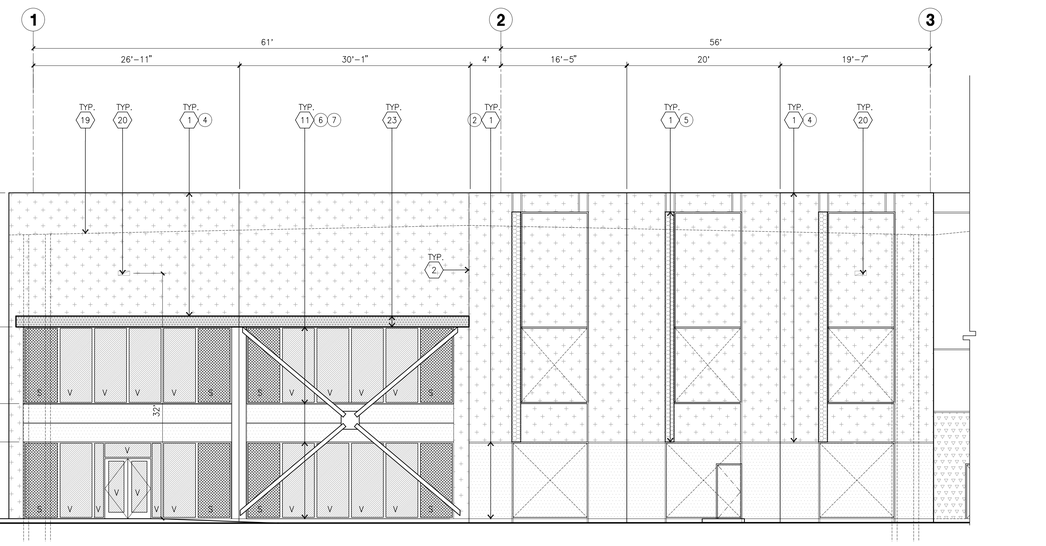
EAST ELEVATION B
scale: 1" = 20'-0"



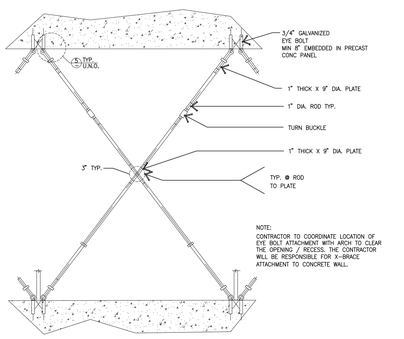
SOUTHEAST ELEVATION E
scale: 1" = 20'-0"



NORTHEAST ELEVATION D
scale: 1" = 20'-0"



ENLARGED NORTH ELEVATION C
scale: 1/18" = 1'-0"



X-BRACE ELEVATION AT STOREFRONT F
scale: NTS

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN. NOT REQUIRED AT DOCK HIGH CONDITION OR AT RAMP WALLS.
2. PANEL JOINT. SEE "S" DRAWINGS. SEE 4/AD.3
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR ⊕ DRIVE THRU. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR.
5. OVERHEAD DOOR ⊕ DOCK HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
7. METAL LOUVER, SEE DETAIL 8/AD.4. PAINT TO MATCH BUILDING COLOR
8. HOLLOW METAL DOORS, SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR. PAINT TO MATCH FIELD COLOR.
9. EXTERIOR METAL DOWNSPOUT WITH 2 OVERFLOW SCUPPERS. SEE DETAIL 12,13,14,15/AD.3.
10. DOCK BUMPER. SEE DETAIL 4/AD.4.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, AND WINDOWS. SEE DETAIL 12/AD.4
12. METAL GATE WITH KNOX BOX PER FIRE DEPARTMENT SEE 8/AD.2 PRIME AND PAINT BLACK
13. EXTERIOR METAL STAIR. SEE DETAILS 1, 2, 3, 3A, 5/AD.5.
14. INTERIOR ROOF DRAIN WITH 2 OVERFLOW SCUPPERS. CONTRACTOR TO VERIFY WITH "P" DWGS, SEE DETAIL 17/AD.3.
15. NOT USED.
16. ILLUMINATED BUILDING ADDRESS PER FIRE DEPT. REQUIREMENTS. 24"H x 2" THICK HIGH DENSITY FOAM "HELVATIC BOLD" LETTER W/ 1/16" PVC FACES EPOXY TO WALL. COLOR TO BE SELECTED BY ARCHITECT.
17. CONCRETE RAMP AND GUARDRAIL W/ METAL HANDRAIL.
18. PARAPET RETURN. SEE ROOF PLAN AND "S" DWGS.
19. ROOF LINE BEYOND.
20. EXTERIOR LIGHTING FIXTURE. CENTER BETWEEN PANEL OR ON JOINT U.N.O. SEE "E" DWGS.
21. CONC. FILLED STEEL BOLLARDS, SEE FLR. PLAN.
22. NOT USED.
23. TUBE STEEL CANOPY. SEE "S" DWG. DETAILS 17, 19/AD.3A.
24. DOWNSPOUT PROTECTION. SEE DETAIL 2/AD.3A.

SAFETY NOTES - GLAZING

NOTE: EACH LIGHT OF SAFETY GLAZING MATERIAL INSTALLED IN HAZARDOUS LOCATIONS SHALL BE IDENTIFIED BY PERMANENT LABEL THAT SPECIFIES THE LABELER, AND STATES THAT SAFETY GLAZING MATERIAL HAS BEEN UTILIZED IN SUCH INSTALLATIONS.

A. GLAZING IN INGRESS AND EGRESS DOORS EXCEPT JALQUSIES.
B. GLAZING IN FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SWING DOORS OTHER THAN WARDROBE DOORS
C. GLAZING IN STORM DOORS.
D. GLAZING IN ALL UNFRAMED SWINGING DOORS.
E. GLAZING IN DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHTUBS, AND SHOWERS.
F. GLAZING IN FIXED OR OPENABLE PANELS ADJACENT TO A DOOR WHERE THE NEAREST EXPOSED EDGE OF THE GLAZING IS WITHIN 24 INCHES ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE THE WALKING SURFACE.
G. GLAZING IN AN INDIVIDUAL FIXED OF OPENABLE PANEL, OTHER THAN DESCRIBED IN ITEMS E AND F, THAT MEET ALL OF THE FOLLOWING ARE PRESENT:
   1. EXPOSED ARE OF AN INDIVIDUAL PANE GREATER THAN 9 SQUARE FEET.
   2. EXPOSED BOTTOM EDGE LESS THAN 18 INCHES ABOVE THE FLOOR.
   3. EXPOSED TOP EDGE GREATER THAN 36 INCHES ABOVE THE FLOOR.
   4. ONE OR MORE WALKING SURFACES WITHIN 36 INCHES HORIZONTALLY OF THE PLANE OF THE GLAZING.
H. GLAZING IN RAILINGS REGARDLESS OF HEIGHT ABOVE A WALKING SURFACE. INCLUDING ARE STRUCTURAL BALUSTER PANELS AND NONSTRUCTURAL IN-FILL PANELS.
I. GLAZING IN WALLS AND FENCES USED AS THE BARRIER FOR INDOOR AND OUTDOOR SWIMMING POOLS AND SPAS WHEN ALL OF THE FOLLOWING CONDITIONS ARE PRESENT:
   1. THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE THE POOL SIDE OF THE GLAZING.
   2. THE GLAZING IS WITHIN 5 FEET OF A SWIMMING POOL OR SPA WATER'S EDGE.
J. GLAZING IN WALLS ENCLOSING STAIRWAY LANDINGS OR WITHIN 5 FEET OF THE BOTTOM AND TOP OF STAIRWAYS WHERE THE BOTTOM EDGE OF THE GLASS IS LESS THAN 60 INCHES ABOVE A WALKING SURFACE.

GENERAL NOTES - ELEVATIONS

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K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

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3	CONCRETE TILT-UP PANEL	PAINT BRAND SHERWIN WILLIAMS SW 7074 SOFTWARE
4	CONCRETE TILT-UP PANEL	PAINT BRAND SHERWIN WILLIAMS SW 7076 CYBERSPACE
5	CONCRETE TILT-UP PANEL	PAINT BRAND SHERWIN WILLIAMS SW 7686 HEARTTHROB
6	GLAZING	COLOR BLUE REFLECTIVE GLAZING
7	MULLIONS	COLOR CLEAR ANODIZED MULLIONS
8	CANOPY	SHERWIN WILLIAMS ACRYLIC LATEX SYSTEMS HIGH GLOSS/HIGH PERFORMANCE SW 7076 CYBERSPACE COLOR METAL CANOPY

GLAZING LEGEND

TEMPERED SPANDREL GLASS 1/4" CLEAR WITH HARMONY BLUE OPACI #6-0025

V — TEMPERED VISION INSULATED GLASS PPG: VISTACOOL (2) PACIFICA + SOLARBAN SOLARBAN 60 (3) CLEAR U VALUE: 0.27, SHGC: 0.21 AND VLT: 26% 1" INSULATED GLASS WITH 1/2" AIRSPACE AND (2) 1/4" LITES.

HPA architecture
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
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LICENSED ARCHITECT — JOHNG NAM — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

Project:

Banning Point

City of Banning, CA

Consultants:

CIVIL — THIENES
STRUCTURAL
MECHANICAL
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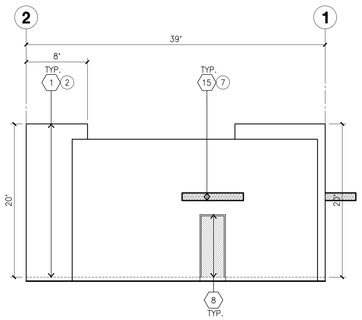
ELECTRICAL
LANDSCAPE — HUNTER
FIRE PROTECTION
SOILS ENGINEER

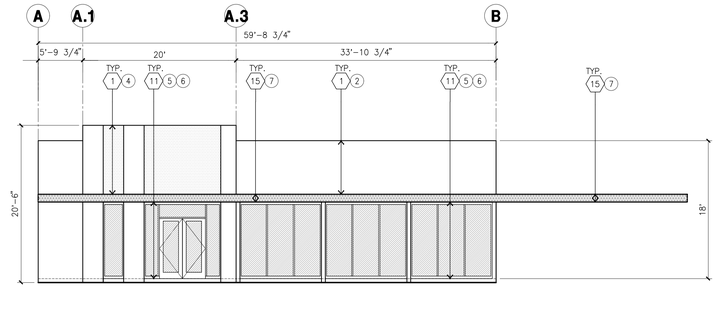
Title: ELEVATION

Project Number: 20394
Drawn by: SLM
Date: 11/10/21
Revision:

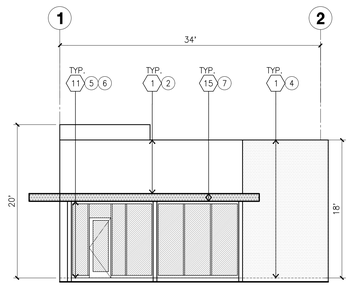
Sheet: DAB-A3.2



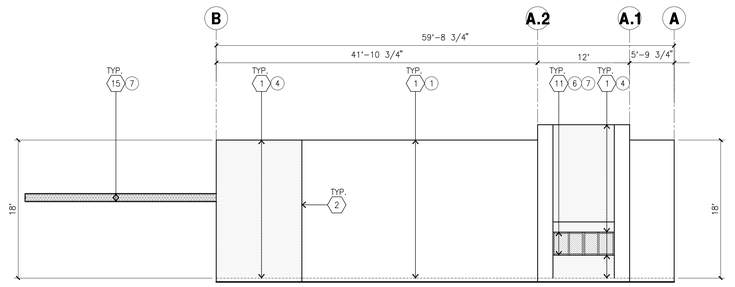
NORTH ELEVATION 1
scale: 1/8" = 1'-0"



WEST ELEVATION 2
scale: 1/8" = 1'-0"



SOUTH ELEVATION 3
scale: 1/8" = 1'-0"



EAST ELEVATION 4
scale: 1/8" = 1'-0"

RETAIL BUILDING 1 ELEVATION A
scale: 1/16"=1'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED).
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. DESIGN TO RESIST 85 MPH WIND EXPOSURE "C".
5. OVERHEAD DOOR @ DOCK HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. DESIGN TO RESIST 85 MPH WIND EXPOSURE "C".
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
7. METAL LOUVER, DESIGN TO RESIST 85 MPH WIND EXPOSURE "C". PAINT TO MATCH BUILDING COLOR
8. HOLLOW METAL DOORS. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR. DESIGN TO RESIST 85 MPH WIND EXPOSURE "C".
9. EXTERIOR DOWNSPOUT AND OVERFLOW SCUPPER
10. DOCK BUMPER
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION. DESIGN TO RESIST 85 MPH WIND EXPOSURE "C".
12. NOT USED.
13. NOT USED.
14. NOT USED.
15. ALUCOBOND METAL CANOPY
16. NOT USED.
17. NOT USED.

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH, EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
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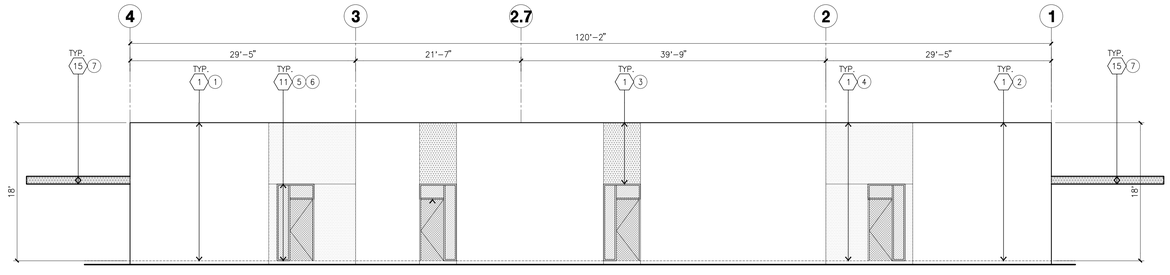
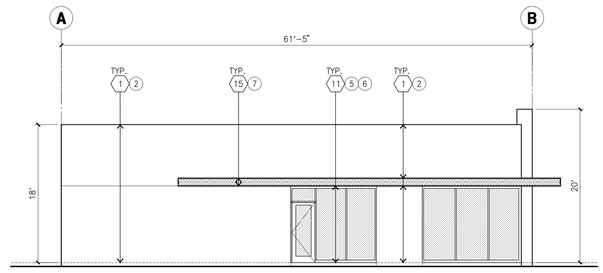
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

COLOR SCHEDULE - ELEVATIONS

1		SHERWIN WILLIAMS PAINT BRAND SW 7006 EXTRA WHITE
2		PAINT BRAND WHITE BRICK
3		PAINT BRAND WARM BRICK
4		PAINT BRAND METAL SIDING
5	GLAZING	COLOR BLUE REFLECTIVE
6	MULLIONS	COLOR CLEAR ANODIZED
7	METAL CANOPY	SHERWIN WILLIAMS ACRYLIC LATEX PAINT BRAND SYSTEMS-SW 7005 PURE WHITE



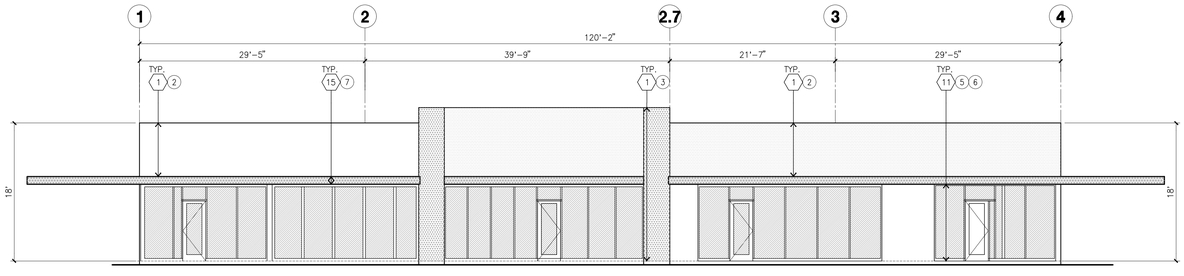
NORTH ELEVATION 1
scale: 1/8" = 1'-0"



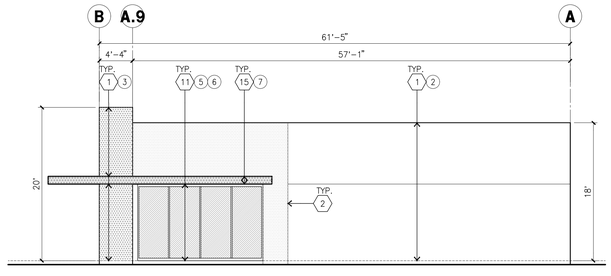
WEST ELEVATION 2
scale: 1/8" = 1'-0"

GLAZING LEGEND

INSULATED VISION GLASS



SOUTH ELEVATION 3
scale: 1/8" = 1'-0"



EAST ELEVATION 4
scale: 1/8" = 1'-0"

RETAIL BUILDING 2 ELEVATION B
scale: 1/8" = 1'-0"

HPA architecture
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT — JOSEPH LONG NAM — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

-

Project:

Banning Point

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Title: ELEVATIONS

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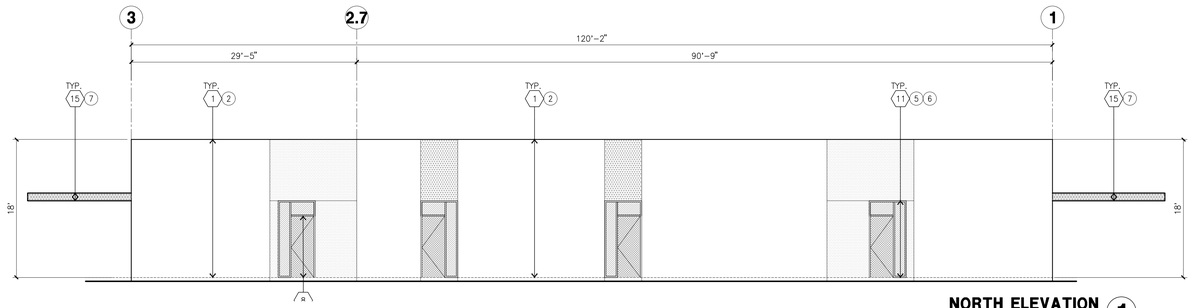
Sheet:

DAB-A3.3



NORTH ELEVATION 1
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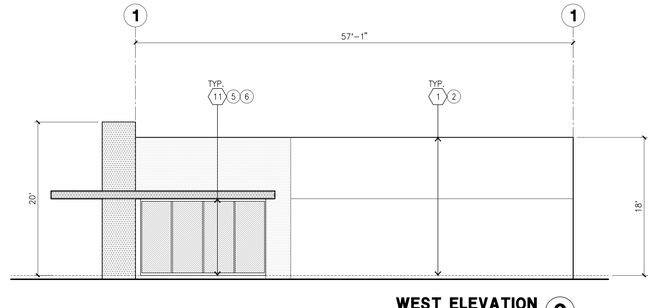
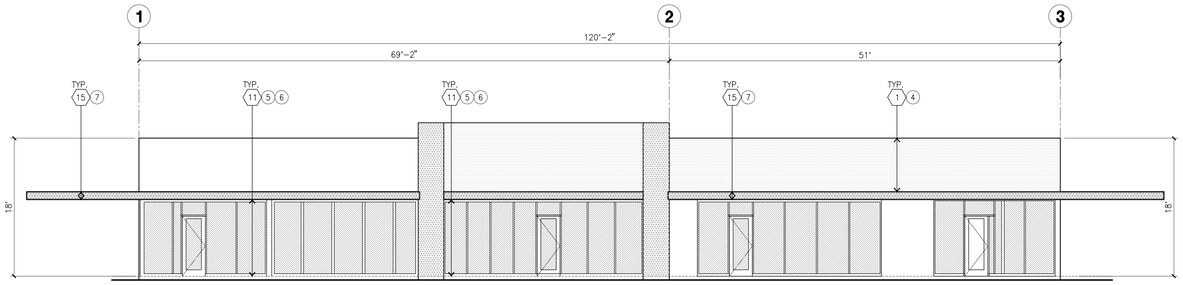
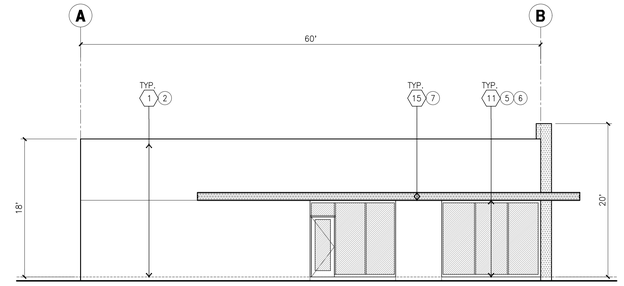


WEST ELEVATION 2
scale: 1/8" = 1'-0"



SOUTH ELEVATION 3
scale: 1/8" = 1'-0"



EAST ELEVATION 4
scale: 1/8" = 1'-0"

RETAIL BUILDING 3 ELEVATION A
scale: 1/8" = 1'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED).
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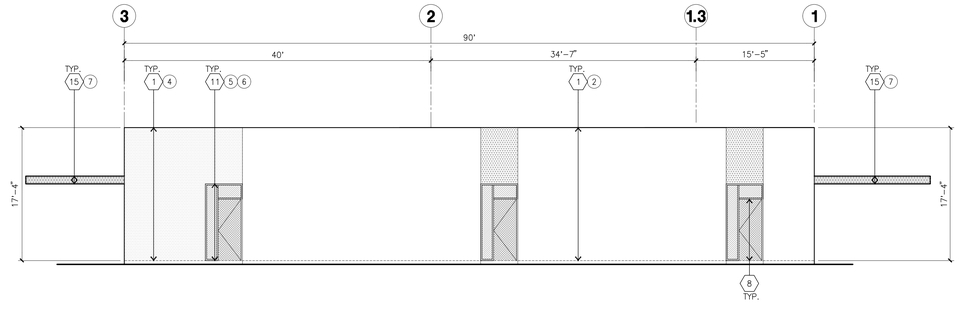
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. DESIGN TO RESIST 85 MPH WIND EXPOSURE "C".
5. OVERHEAD DOOR @ DOCK HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. DESIGN TO RESIST 85 MPH WIND EXPOSURE "C".
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
7. METAL LOUVER, DESIGN TO RESIST 85 MPH WIND EXPOSURE "C". PAINT TO MATCH BUILDING COLOR
8. HOLLOW METAL DOORS, SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR. DESIGN TO RESIST 85 MPH WIND EXPOSURE "C".
9. EXTERIOR DOWNSPOUT AND OVERFLOW SCUPPER
10. DOCK BUMPER
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION. DESIGN TO RESIST 85 MPH WIND EXPOSURE "C".
12. NOT USED.
13. NOT USED.
14. NOT USED.
15. ALUCOBOND METAL CANOPY
16. NOT USED.
17. NOT USED.

GENERAL NOTES - ELEVATIONS

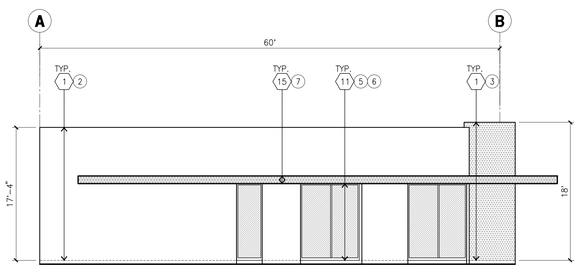
A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

COLOR SCHEDULE - ELEVATIONS

1		SHERWIN WILLIAMS PAINT BRAND SW 7006 EXTRA WHITE
2		PAINT BRAND WHITE BRICK
3		PAINT BRAND WARM BRICK
4		PAINT BRAND METAL SIDING
5	GLAZING	COLOR BLUE REFLECTIVE
6	MULLIONS	COLOR CLEAR ANODIZED
7	METAL CANOPY	SHERWIN WILLIAMS ACRYLIC LATEX PAINT BRAND SYSTEMS-SW 7005 PURE WHITE



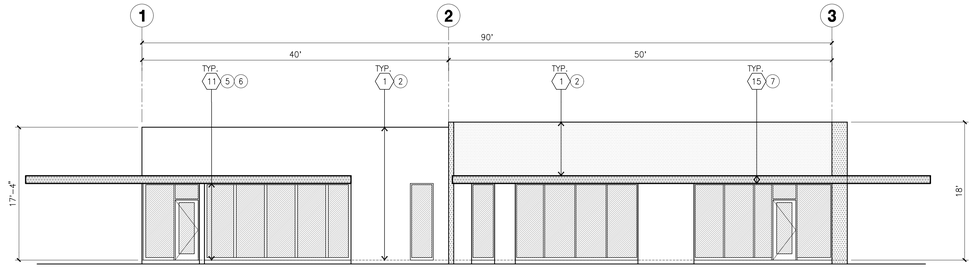
NORTH ELEVATION 1
scale: 1/8" = 1'-0"



WEST ELEVATION 2
scale: 1/8" = 1'-0"

GLAZING LEGEND

INSULATED VISION GLASS



SOUTH ELEVATION 3
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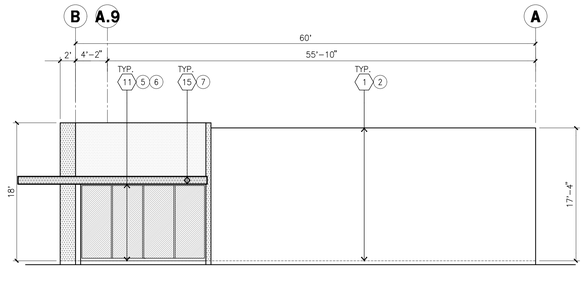


EAST ELEVATION 4
scale: 1/8" = 1'-0"

RETAIL BUILDING 4 ELEVATION B
scale: 1/8" = 1'-0"

HPA architecture
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT — HONG NAM — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

-

Project:

Banning Point

City of Banning, CA

Consultants:

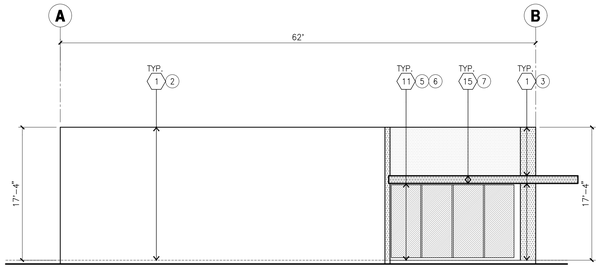
CIVIL	THIENES
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER
FIRE PROTECTION	
SOILS ENGINEER	

Title: ELEVATIONS

Project Number:	20394
Drawn by:	SLM
Date:	11/10/21
Revision:	

Sheet:

DAB-A3.4



WEST ELEVATION 2
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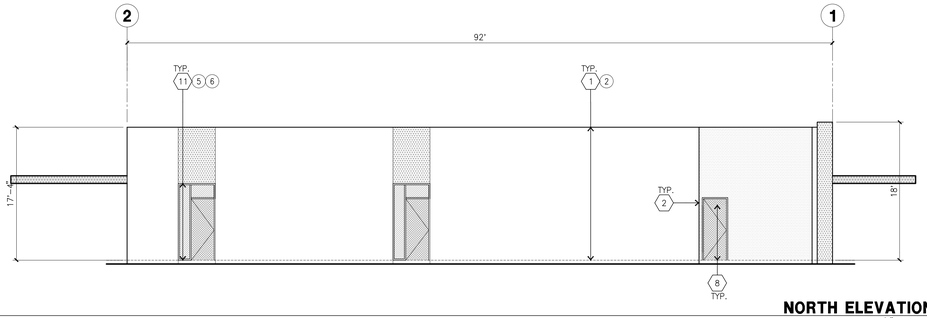
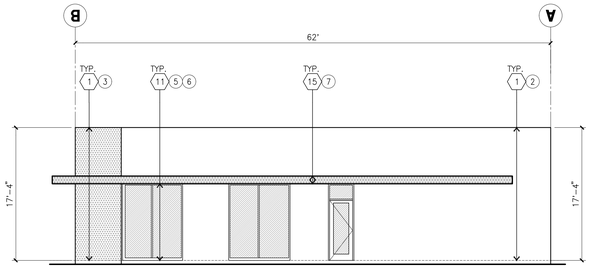
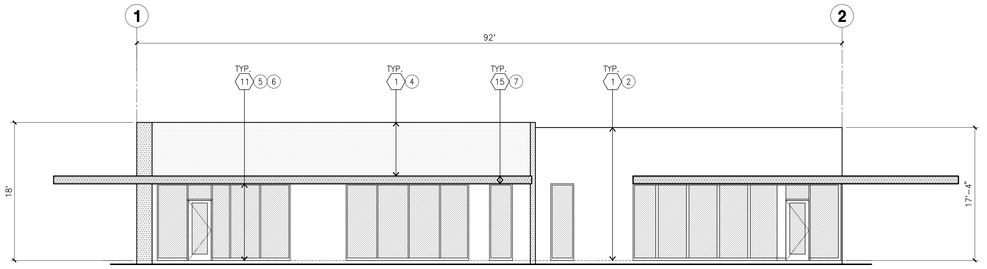


NORTH ELEVATION 1
scale: 1/8" = 1'-0"



EAST ELEVATION 4
scale: 1/8" = 1'-0"



SOUTH ELEVATION 3
scale: 1/8" = 1'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED).
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. DESIGN TO RESIST 85 MPH WIND EXPOSURE "C".
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13. NOT USED.
14. NOT USED.
15. ALUCOBOND METAL CANOPY
16. NOT USED.
17. NOT USED.

GENERAL NOTES - ELEVATIONS

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COLOR SCHEDULE - ELEVATIONS

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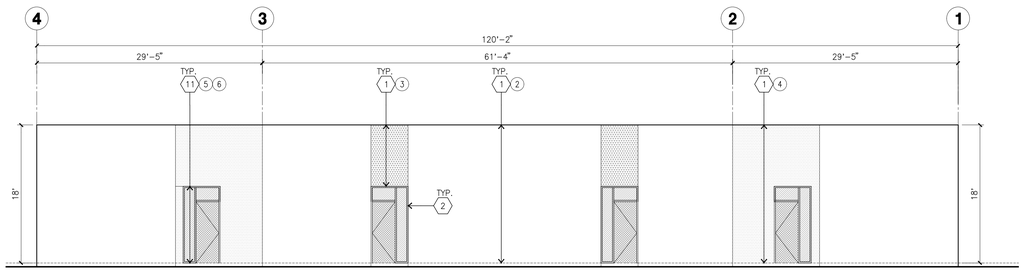
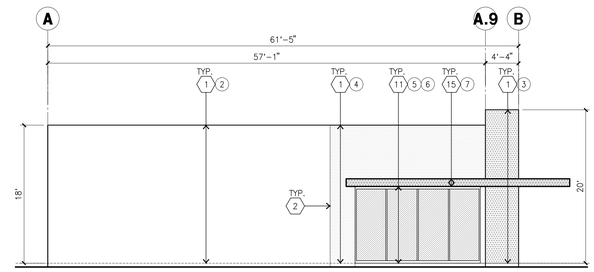
2		PAINT BRAND	WHITE BRICK
3		PAINT BRAND	WARM BRICK
4		PAINT BRAND	METAL SIDING
5	GLAZING	COLOR	BLUE REFLECTIVE
6	MULLIONS	COLOR	CLEAR ANODIZED
7	METAL CANOPY	PAINT BRAND	SHERWIN WILLIAMS ACRYLIC LATEX SYSTEMS-SW 7005 PURE WHITE

GLAZING LEGEND

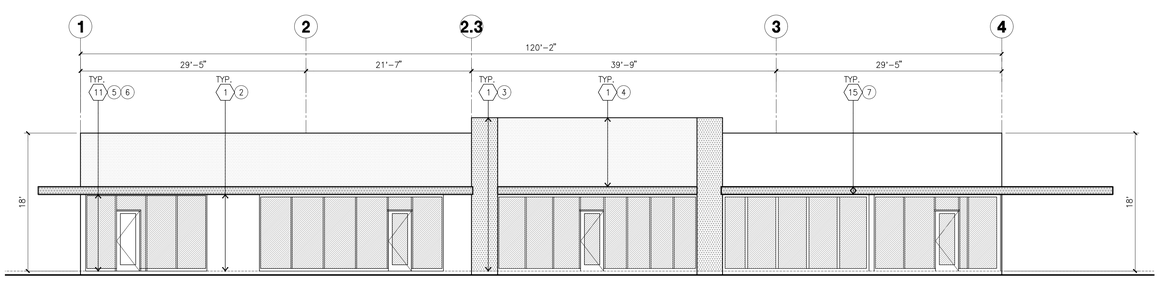
GL INSULATED VISION GLASS



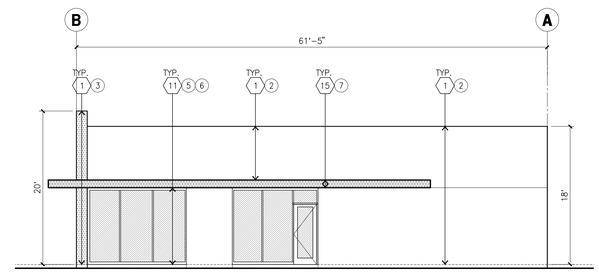
NORTH ELEVATION 1
scale: 1/8" = 1'-0"



WEST ELEVATION 2
scale: 1/8" = 1'-0"



SOUTH ELEVATION 3
scale: 1/8" = 1'-0"



EAST ELEVATION 2
scale: 1/8" = 1'-0"

RETAIL BUILDING 5 ELEVATION A
scale: 1/8" = 1'-0"

RETAIL BUILDING 6 ELEVATION B
scale: 1/8" = 1'-0"

HPA architecture
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT — JOSEPH NAM — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

-

Project:

Banning Point

City of Banning, CA

Consultants:

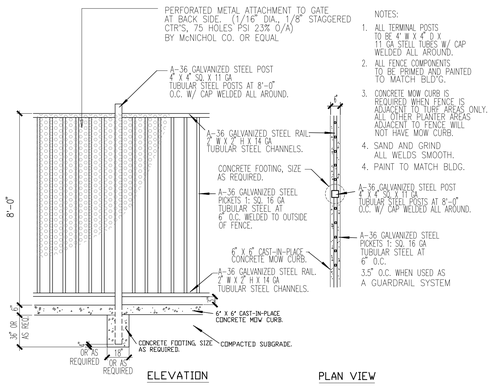
CIVIL	THIENES
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER
FIRE PROTECTION	
SOILS ENGINEER	

Title: ELEVATIONS

Project Number: 20394
Drawn by: SLM
Date: 11/10/21
Revision:

Sheet:

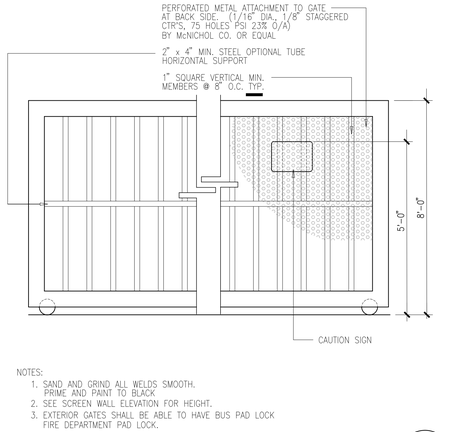
DAB-A3.5



WROUGHT IRON FENCE

SCALE: 1/2" = 1'-0"

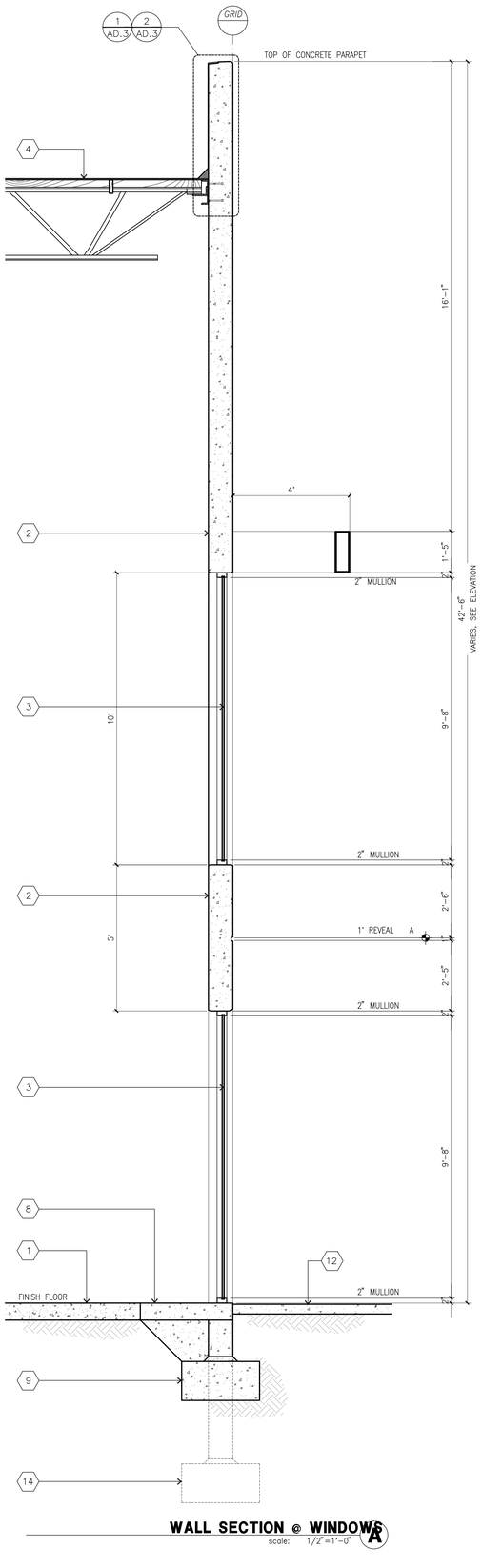
3



METAL GATE

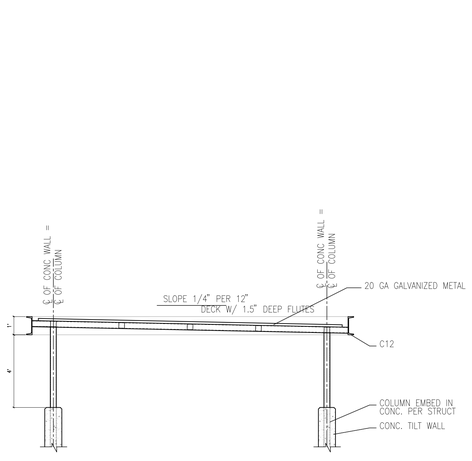
SCALE: 1/2" = 1'-0"

1



WALL SECTION @ WINDOWS

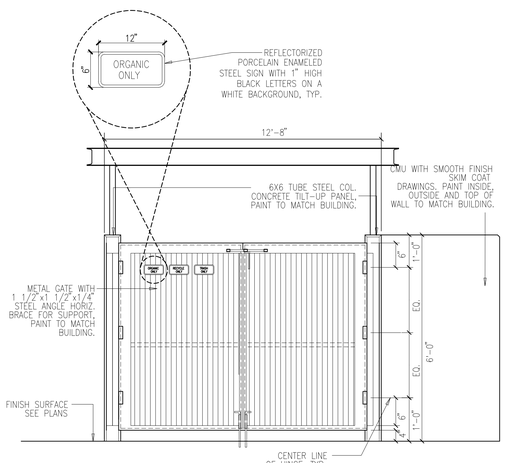
scale: 1/2" = 1'-0"



TRASH ENCLOSURE/ CANOPY DETAIL

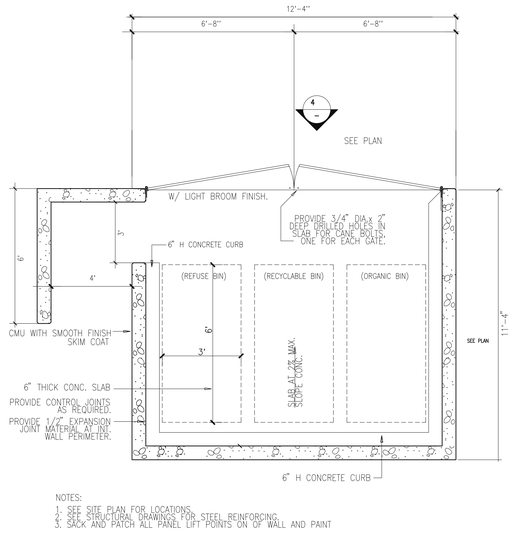
SCALE: N.T.S.

5



TRASH ENCLOSURE GATE ELEVATION

4



TRASH ENCLOSURE PLAN

SCALE: N.T.S.

2

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT — JOHN G. HAAS — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

LGE DESIGNBUILD

-

Project:

Banning Point

City of Banning, CA

Consultants:

CIVIL	THIENES
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER
FIRE PROTECTION	
SOILS ENGINEER	

Title: DETAILS

Project Number: 20394
Drawn by: SLM
Date: 11/10/21
Revision:

Sheet:

DAB-A4.1



North Elevation



West Elevation



South Elevation



East Elevation

BANNING POINT

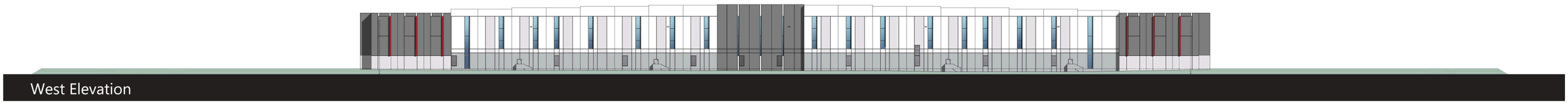
CITY OF BANNING, CALIFORNIA

HPA architecture

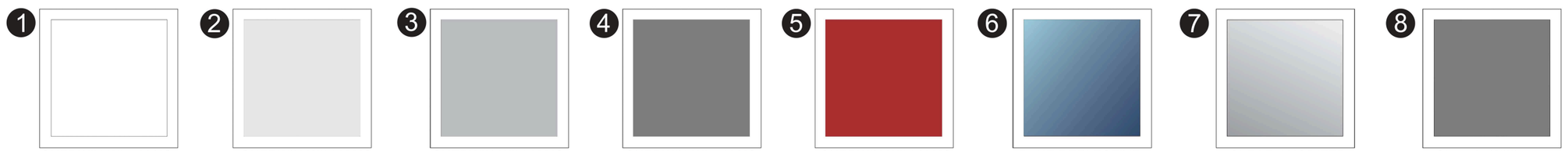
LGE | DESIGNBUILD

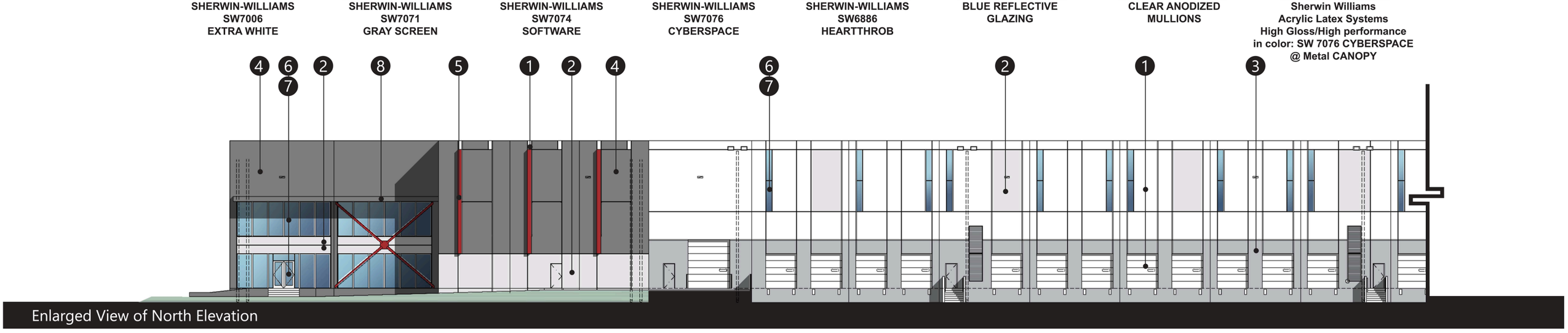


North Elevation



West Elevation





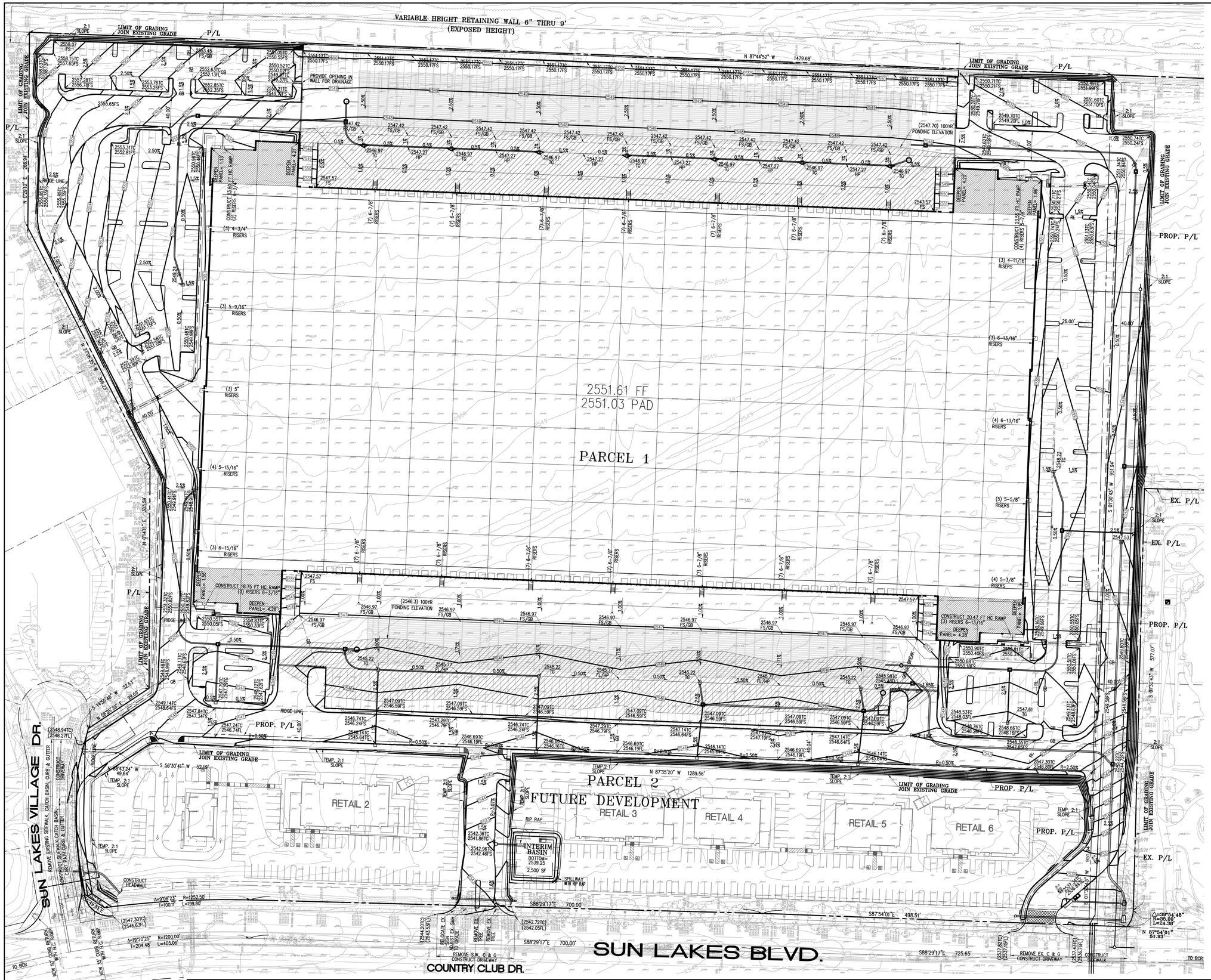
Enlarged View of North Elevation

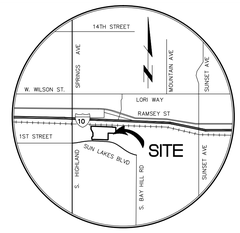
HPA architecture

BANNING POINT

CITY OF BANNING, CALIFORNIA

LGE | DESIGNBUILD





VICINITY MAP

N.T.S.

EARTHWORK BALANCE CALCULATIONS

PROJECT: Banning 47
JOB# 3939

K.	SITE AREA:	1,355,957	SF
L.	SUBSIDENCE FACTOR:	0.125	
M.	SHRINKAGE FACTOR:	10.00	%
N.	SITE STRIPPING FACTOR:	0	
O.	OVEREXCAVATION:	115,411	CY
A.	CALCULATED CUT:	92,427	CY
B.	FOOTING AND UTILITY SPOILS	**8,226**	CY
B1.	UNDERGROUND CHAMBERS	**20,000**	
C.	**TOTAL CUT: (A+B)**	**120,653**	CY
D.	CALCULATED FILL:	90,769	CY
E.	LIGHT PAVING FILL:	-	CY
F.	SUBSIDENCE: (LxK)/27=	6,278	CY
G.	SHRINKAGE: (M/100)C=	12,065	CY
H.	SITE STRIPPING	-	
I.	OVEREXCAVATION SHRINKAGE	11,541	CY
J.	**TOTAL FILL: (D+E+F+G+H)=**	**120,653**	CY
K.	TOTAL	**0**	

LEGAL DESCRIPTION: (EXISTING)

REAL PROPERTY IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THAT PORTION OF THE SECTION 12, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, SHOWN AS A PORTION OF THE REMAINDER PARCEL ON PARCEL MAP NO. 22175 ON FILE IN BOOK 145 PAGES 61 THROUGH 67, INCLUSIVE OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING NORTH OF THE NORTH LINE OF SUN LAKES BOULEVARD AS DESCRIBED IN THE GRANT DEED TO THE CITY OF BANNING BY DEED RECORDED DECEMBER 12, 1986 AS INSTRUMENT NO. 86-316695 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA AND AS SHOWN ON SAID PARCEL MAP;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 27450-3 IN BOOK 269 PAGES 58 THROUGH 66 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF PARCEL MAP NO. 23921 IN BOOK 159 PAGES 68 THROUGH 71 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF PARCEL MAP NO. 29395 IN BOOK 195 PAGES 66 AND 67 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 27450-1 IN BOOK 254 PAGES 85 THROUGH 94 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 27450-2 IN BOOK 260 PAGES 34 THROUGH 36 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 28142-1 IN BOOK 260 PAGES 37 THROUGH 39 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 28142-2 IN BOOK 269 PAGES 67 THROUGH 70 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

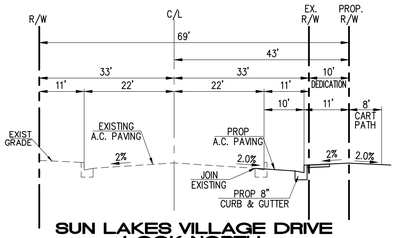
ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 30184 IN BOOK 321 PAGES 77 THROUGH 78 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE BOUNDARIES OF TRACT NO. 28032 IN BOOK 254 PAGES 95 THROUGH 98 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

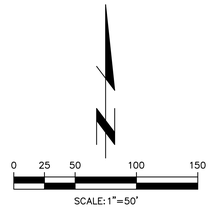
APN: 419-140-057

LEGAL DESCRIPTION: (PROPOSED)

PARCELS 1 OF PARCEL MAP No. 38164



SUN LAKES VILLAGE DRIVE
LOOK NORTH
N.T.S.



Last Update:11/17/21
O:\3900-3999\3939\3939CGP-01.dwg

DIGALERT
Call 2 Working Days Before You Dig!
811

BENCHMARK:

RIVERSIDE COUNTY BENCHMARK NO. "C-2"

BRASS DISK TOP CONCRETE FOOTING, STAMPED "C-2-65" ON PENNSYLVANIA AVENUE 680 FEET SOUTH, OF FIRST STREET, 12 FEET NORTH, OF THE NORTH ENTRANCE TO THE SUNNYSLOPE CEMETERY, 40.5 FEET EAST OF PENNSYLVANIA AVENUE, IN THE NORTHWEST CORNER OF A 4 FOOT X 4 FOOT X 8 FOOT PALO VERDE STONE GATE POST, A BRASS DISK IN THE TOP OF THE CONCRETE FOOTING OF THE GATE POST AND MARKED C-2-65.

ELEVATION = 2571.976 FEET (NGVD '29 / 1970 ADJ.)

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

COMPANY NAME
Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

REINHARD STENZEL DATE
R.C.E. 56155 EXPIRE 12-31-22

SEAL
REGISTERED PROFESSIONAL ENGINEER
REINHARD STENZEL
R.C.E. NO. 56155
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

DESIGN BY: J.P.
DRAWN BY: D.P.
CHECKED BY: R.S.
SCALE: 1" = 20'
DATE:
JOB NUMBER:

City of BANNING
INCORPORATED 1913
ENDLESS OPPORTUNITY

Reviewed By: _____ Date: _____
Staff Engineer

Recommended for Approval By: _____ Date: _____
Administrative Engineer

Approved By: _____ Date: _____
City Engineer/Director of Public Works

CITY OF BANNING, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
99 E. Ramsey St
Banning, CA 92220
TEL: (951) 922-3130 FAX: (951) 922-3141

CITY OF BANNING, CALIFORNIA

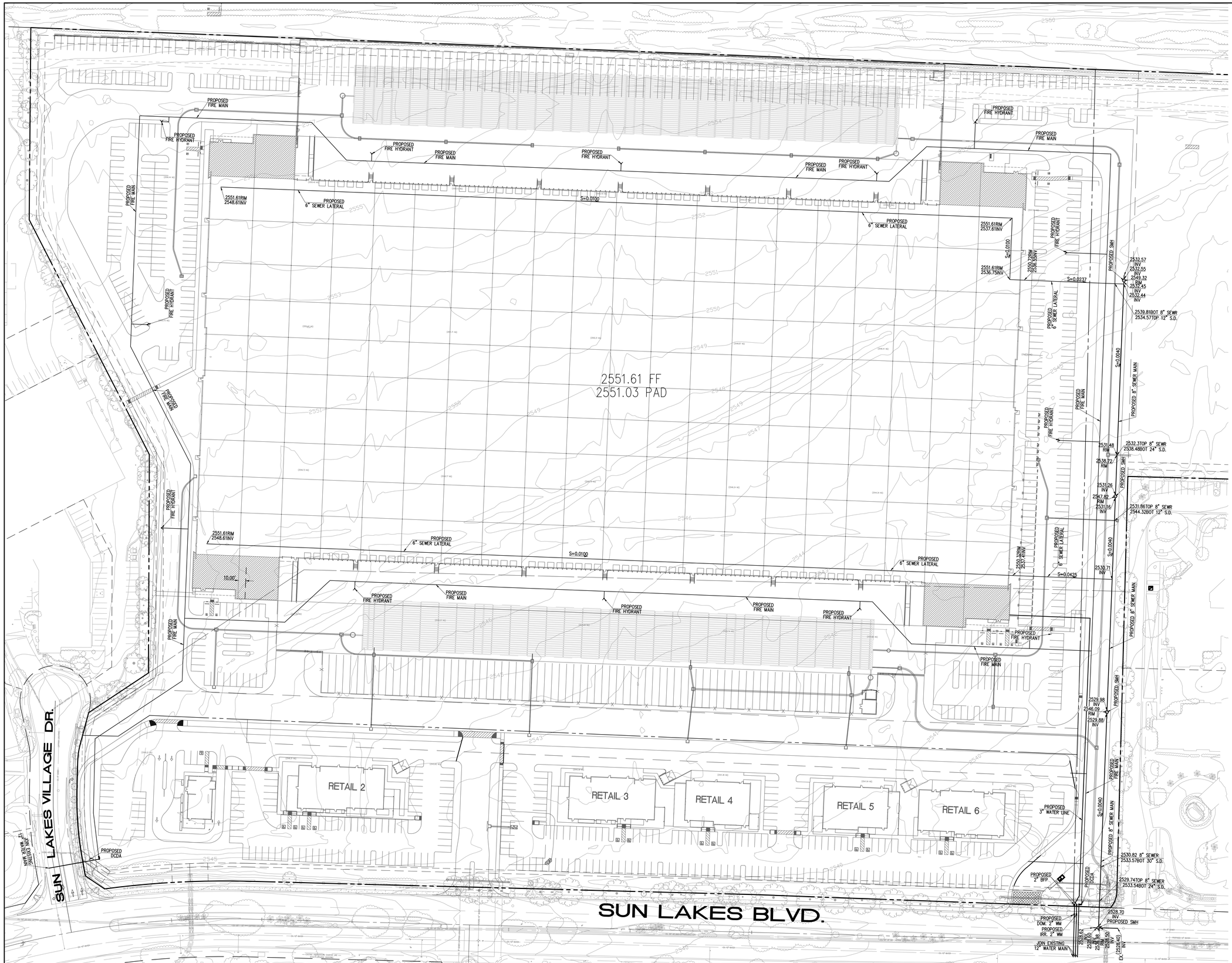
CONCEPTUAL GRADING PLAN

FOR

NEC OF SUN LAKES BLVD AND SUN LAKES DRIVE, BANNING CA

SHEET 1 OF 5 SHEETS

FILE NO:



Last Update:11/17/21
D:\3900-3999\3939\3939CGP-02.dwg

DIGALERT
Call 2 Working Days Before You Dig!
811

BENCHMARK:

RIVERSIDE COUNTY BENCHMARK NO. "C-2"

BRASS DISK TOP CONCRETE FOOTING, STAMPED "C-2-65" ON PENNSYLVANIA AVENUE 680 FEET SOUTH, OF FIRST STREET, 12 FEET NORTH, OF THE NORTH ENTRANCE TO THE SUNNYSLOPE CEMETERY, 40.5 FEET EAST OF PENNSYLVANIA AVENUE, IN THE NORTHWEST CORNER OF A 4 FOOT X 4 FOOT X 8 FOOT PALO VERDE STONE GATE POST, A BRASS DISK IN THE TOP OF THE CONCRETE FOOTING OF THE GATE POST AND MARKED C-2-65.

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LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

REINHARD STENZEL R.C.E. 56155 EXPIRE 12-31-22 DATE

SEAL: REGISTERED PROFESSIONAL ENGINEER REINHARD STENZEL R.C.E. NO. 56155 Exp. 12-31-22 CIVIL STATE OF CALIFORNIA

DESIGN BY: J.P.
DRAWN BY: D.P.
CHECKED BY: R.S.
SCALE: 1" = 20'
DATE:
JOB NUMBER:

Reviewed By: _____ Date: _____ Staff Engineer

Recommended for Approval By: _____ Date: _____ Administrative Engineer

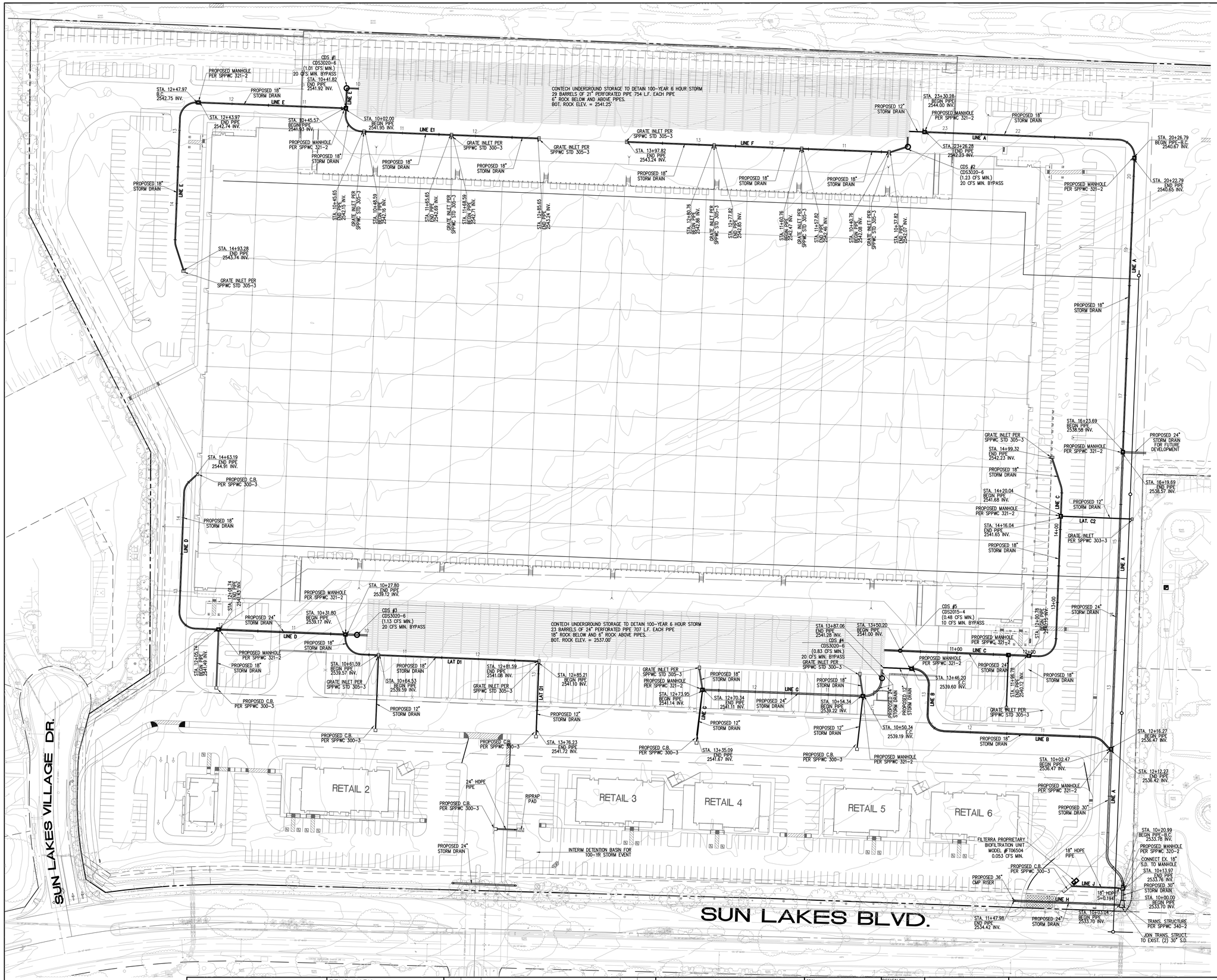
Approved By: _____ Date: _____ City Engineer/Director of Public Works

CITY OF BANNING, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
99 E. Ramsey St.
Banning, CA 92220
TEL: (951) 922-3130 FAX: (951) 922-3141

CITY OF BANNING, CALIFORNIA

CONCEPTUAL UTILITY PLAN
FOR
NEC OF SUN LAKES BLVD AND SUN LAKES DRIVE, BANNING CA

SHEET 2 OF 5 SHEETS
FILE NO:



Last Update:11/17/21
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DIGALERT
Call 2 Working Days Before You Dig
811

BENCHMARK:

RIVERSIDE COUNTY BENCHMARK NO. "C-2"

BRASS DISK TOP CONCRETE FOOTING, STAMPED "C-2-65" ON PENNSYLVANIA AVENUE 680 FEET SOUTH, OF FIRST STREET, 12 FEET NORTH, OF THE NORTH ENTRANCE TO THE SUNNYSLOPE CEMETERY, 40.5 FEET EAST OF PENNSYLVANIA AVENUE, IN THE NORTHWEST CORNER OF A 4 FOOT X 4 FOOT X 8 FOOT PALO VERDE STONE GATE POST, A BRASS DISK IN THE TOP OF THE CONCRETE FOOTING OF THE GATE POST AND MARKED C-2-65.

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R.C.E. 56155 EXPIRE 12-31-22

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REINHARD STENZEL
R.C.E. NO. 56155
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

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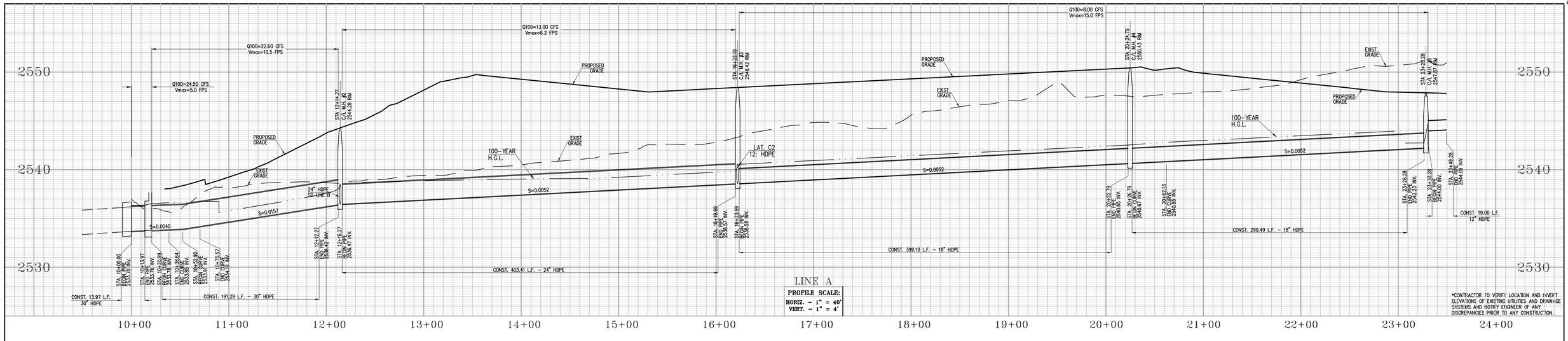
CITY OF BANNING, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
99 E. Ramsey St.
Banning, CA 92220
TEL: (951) 922-3130 FAX: (951) 922-3141

CITY OF BANNING, CALIFORNIA

CONCEPTUAL STORM DRAIN PLAN
FOR
NEC OF SUN LAKES BLVD AND SUN LAKES DRIVE, BANNING CA

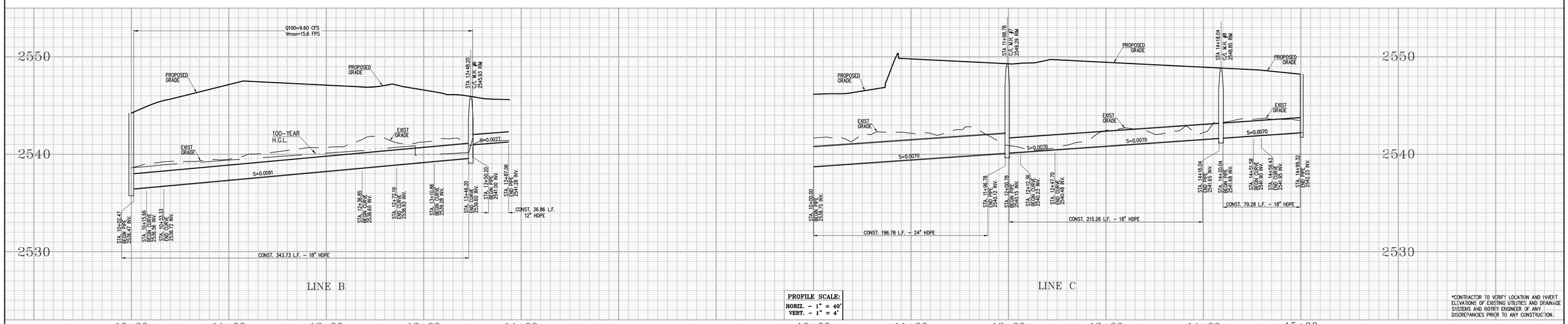
SHEET 3 OF 5 SHEETS
FILE NO:



LINE A

PROFILE SCALE:
HORIZ. – 1" = 40'
VERT. – 1" = 4'

*CONTRACTOR TO VERIFY LOCATION AND INVERT ELEVATIONS OF EXISTING UTILITIES AND DRAINAGE SYSTEMS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY CONSTRUCTION.



LINE B

LINE C

PROFILE SCALE:
HORIZ. – 1" = 40'
VERT. – 1" = 4'

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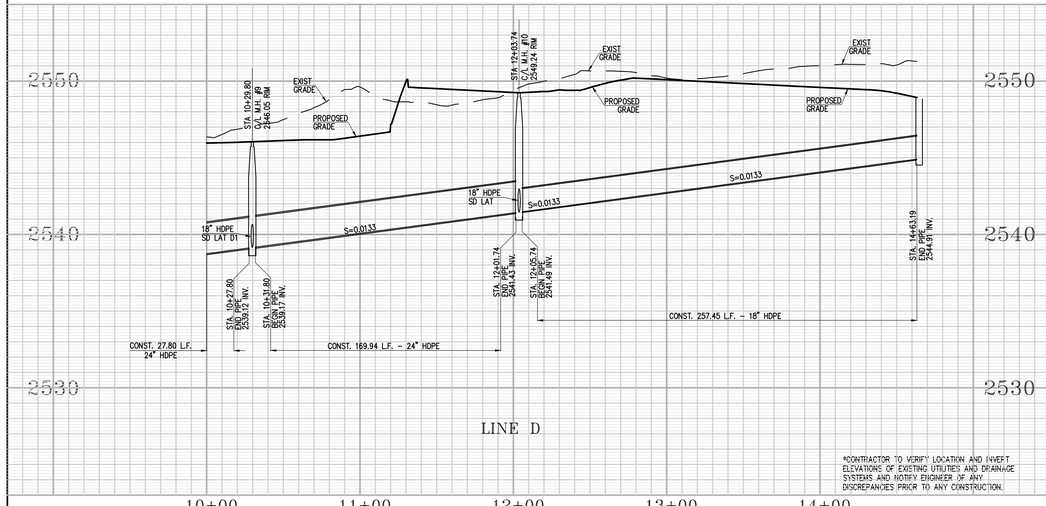
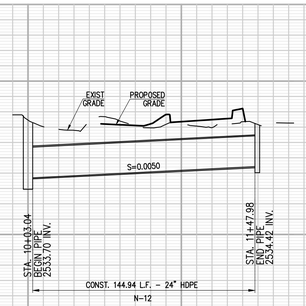


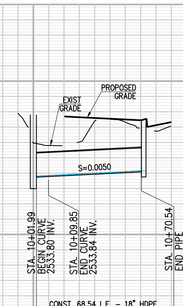
LINE D

*CONTRACTOR TO VERIFY LOCATION AND INVERT ELEVATIONS OF EXISTING UTILITIES AND DRAINAGE SYSTEMS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY CONSTRUCTION.



LINE H

PROFILE SCALE:
HORIZ. – 1" = 40'
VERT. – 1" = 4'



LINE J

Last Update:11/17/21
D:\3900-3999\3939\3939CGP-04-SD.dwg

DIGALERT
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BENCHMARK:

RIVERSIDE COUNTY BENCHMARK NO. "C-2"

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14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

REINHARD STENZEL R.C.E. 56155 EXPIRE 12-31-22 DATE

SEAL
REGISTERED PROFESSIONAL ENGINEER
REINHARD STENZEL
R.C.E. NO. 56155
Exp. 12-31-22
CIVIL
STATE OF CALIFORNIA

DESIGN BY: J.P.
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Reviewed By: _____ Staff Engineer Date: _____
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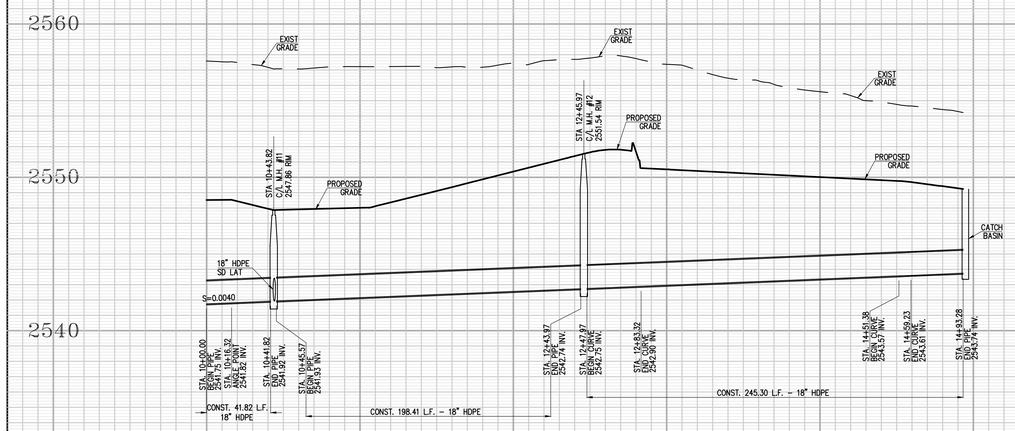
Approved By: _____ City Engineer/Director of Public Works Date: _____

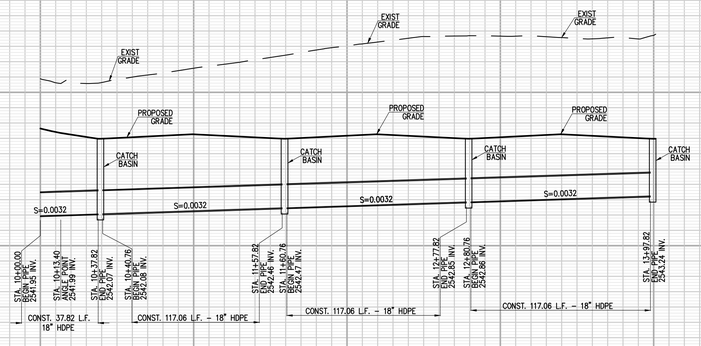
CITY OF BANNING, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
99 E. Ramsey St.
Banning, CA 92220
TEL: (951) 922-3130 FAX: (951) 922-3141

CITY OF BANNING, CALIFORNIA
CONCEPTUAL STORM DRAIN PROFILES
FOR
NEC OF SUN LAKES BLVD AND SUN LAKES DRIVE, BANNING CA

SHEET 4 OF 5 SHEETS
FILE NO:



LINE E



LINE F

PROFILE SCALE:
HORIZ. - 1" = 40'
VERT. - 1" = 4'

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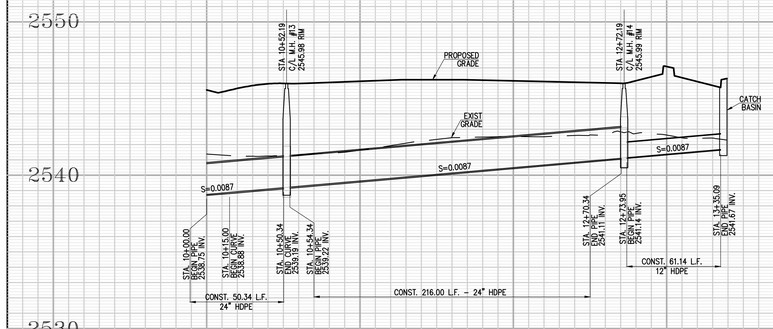
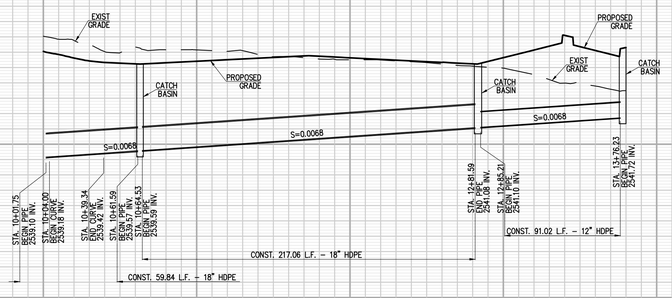
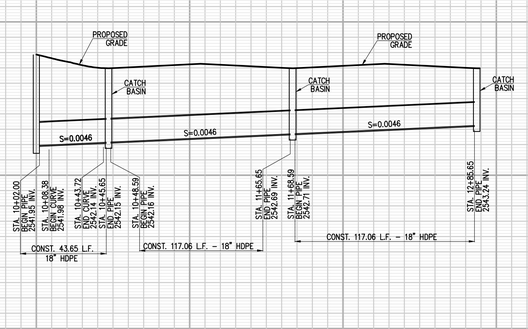


LINE G



LAT D1

PROFILE SCALE:
HORIZ. - 1" = 40'
VERT. - 1" = 4'



LAT E1

*CONTRACTOR TO VERIFY LOCATION AND INVERT ELEVATIONS OF EXISTING UTILITIES AND DRAINAGE SYSTEMS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY CONSTRUCTION.

Last Update:11/17/21
D:\3900-3999\3939\3939CGP-05-SD.dwg

CITY OF BANNING
PUBLIC WORKS DEPARTMENT

CONCEPTUAL STORM DRAIN PROFILES
BANNING 47
SUN LAKES BLVD.

3939/5 OF 5 SHEET

PREPARED FOR:

LGE DESIGN GROUP
1200 N. 52ND STREET
PHOENIX, AZ. 85008
PHONE: (480) 966-4001

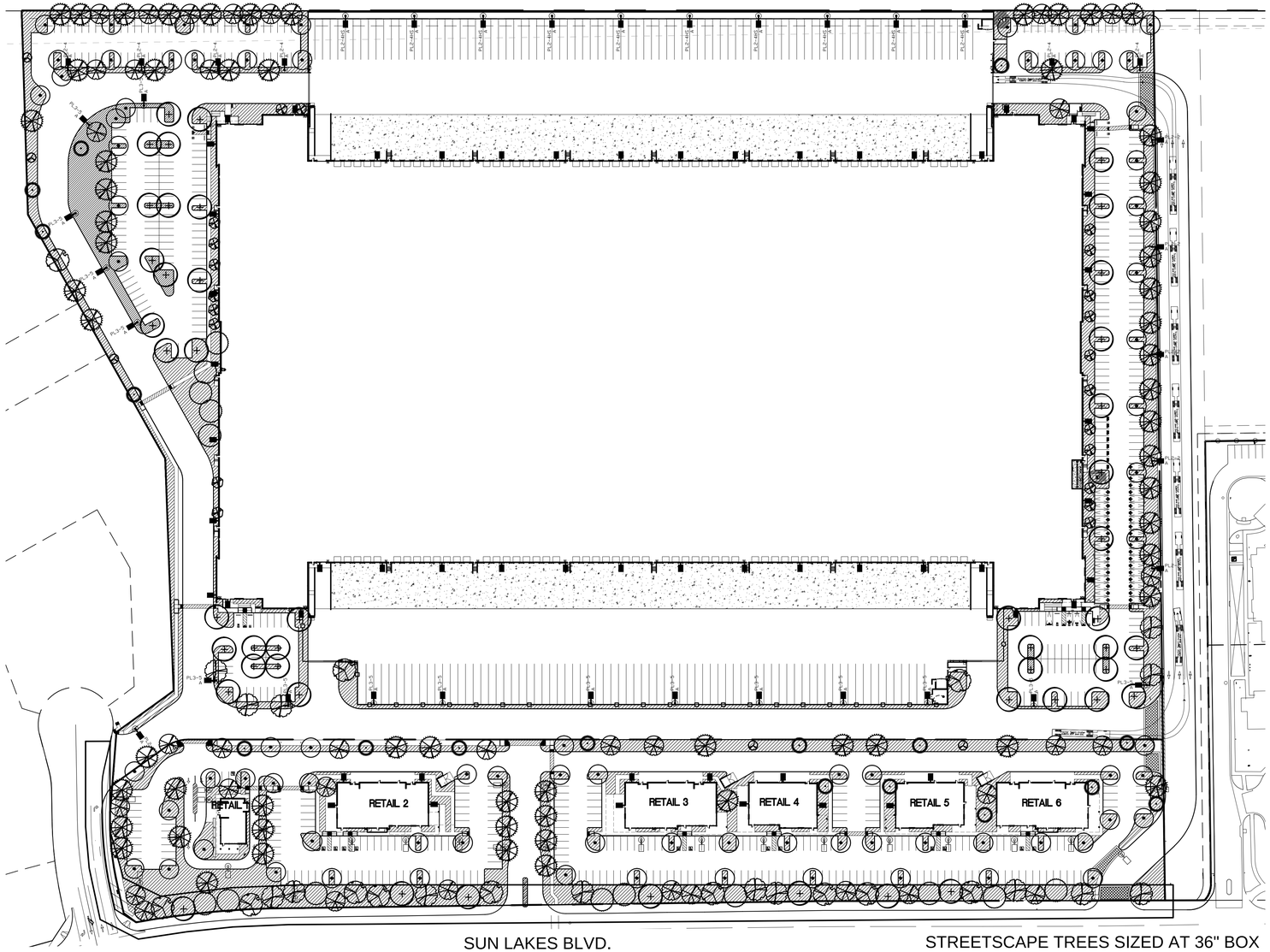
Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

Designed by _____ Date _____
Checked by _____ Date _____
Designed by _____ Date _____
Checked by _____ Date _____

Approved by _____ Date _____

Public Works Director _____ R.C.E. XXXXX

Sheet 5 of 5 Sheets



STREETSCAPE TREES SIZED AT 36" BOX

PLANTING LEGEND

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cercidium 'Desert Museum' Blue Palo Verde	24" Box 36" Box	59 3	L	Multi
	Chilopsis linearis Desert Willow	24" Box 36" Box	32 2	L	Multi
	Chitalpa tashkentensis Chitalpa	24" Box 36" Box	6 11	L	Standard
	Koelreuteria bipinnata Chinese Flame Tree	24" Box 36" Box	6 8	M	Multi
	Lagerstroemia i 'Muskogee' Crape Myrtle	24" Box	5	M	Multi
	Pinus eldarica Afghan Pine	24" Box	14	L	Standard
	Pistacia chinensis Chinese Pistache	24" Box 36" Box	39 8	L	Standard
	Prosopis chilensis Chilean Mesquite	24" Box	67	M	Multi
	Schinus molle California Pepper	36" Box	12	L	Multi
	Tristania conferta Brisbane Box	15 Gal	21	M	Standard

SHRUBS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Baccharis p. 'Centenial' Coyote Bush	5 Gal	4' OC	L	Hedge
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	3' OC	L	Foreground
	Dietes bicolor Fortnight Lily	5 Gal	3' OC	M	Flowering Accent
	Leonotis leonurus Lion's Tail	5 Gal	3' OC	M	Flowering Accent
	Ligustrum j. Texanum Texas Privet	5 Gal	3' OC	M	Hedge
	Muhlenbergia rigens Deer Grass	5 Gal	4' OC	M	Grass
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal	3' OC	L	Hedge
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal	4' OC	L	Flowering Accent
	Salvia greggii Autumn Sage	5 Gal	3' OC	L	Flowering Accent
	Salvia leucantha Mexican Sage	5 Gal	3' OC	L	Foreground
	Westringia f. 'Grey Box Dwarf Coast Rosemary	5 Gal	3' OC	L	Foreground
	Westringia fruticosa Coast Rosemary	5 Gal	5' OC	L	Hedge

ACCENTS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS	REMARKS
	Agave attenuata Agave	5 Gal	3' OC	L	
	Agave 'Blue Glow Blue Glow Agave	5 Gal	3' OC	L	Foreground
	Aloe striata Coral Aloe	1 Gal	3' OC	L	Foreground
	Hesperaloe parviflora Red Yucca	5 Gal	3' OC	L	Foreground

GROUNDCOVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens 'Low Boy' Dwarf Acacia	1 Gal	8' O.C.	L	Foreground
	Baccharis p. 'Pigeon Point' Dwarf Coyote Bush	1 Gal	6' O.C.	L	No Shear
	Gazania 'Yellow Mitua' Yellow Gazania	4" Pots	12" O.C.	M	No Shear
	Carissa m. 'Green Carpet' Prostrate Natal Plum	1 Gal	36" O.C.	M	No Shear
	Trachelopspermum jasminiodes Star Jasmine	1 Gal	24" O.C.	M	Foreground
	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L	Foreground
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	Foreground
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	Foreground

Landscape Area Calculations

Parking Lot Landscape Area	88,745 sf
Planting areas	128,855
Total Landscape Area	217,600 sf

N

0 40' 80' 160'

Banning Point

21-021
04.20.21
10.06.21
11.16.21

Banning, California

HUNTER LANDSCAPE
711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408

CITY OF BANNING

N W E S

0 200 400 600
Feet

6/18/2021

WILLDAN Engineering | extending your reach

PROJECT NUMBERS: DR 21-7008, TPM 21-4001, ENV 21-1510

AERIAL BASE MAP

ADDRESS/APN: NEC of Sun Lakes Blvd. and Sun Lakes Village Dr./419-140-057

ZONE: Sun Lakes North Specific Plan

PROJECT LOCATION

CITY OF BEAUMONT

Banning City Boundary

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Comm

CITY OF BANNING

PROJECT NUMBERS: DR 21-7008, TPM 21-4001, ENV 21-1510

DEVELOPMENT OPPORTUNITIES

ADDRESS/APN: NEC of Sun Lakes Blvd. and Sun Lakes Village Dr./419-140-057

ZONE: Sun Lakes North Specific Plan

N W E S

0 100 200 400 600 800

Feet

6/18/2021

WILLDAN Engineering | extending your reach

PROJECT LOCATION

CITY OF BEAUMONT

JOSHUA PALMER WAY

I-10

UNION PACIFIC RAILROAD

HIGHLAND SPRINGS AVE

APEX AVE

RAMSEY ST

CAVE

GRANDVIEW AVE

LESLIE WAY

CORRAL CIR

HIGHLAND HOME RD

GOLDEN SKY CIR

Smith Creek

Potrero Creek

SUN LAKES VILLAGE DR

NORTHWOOD AVE

SANDPIPER ST

BROOKLAWN DR

SKYVIEW CIR

ROLLING HILLS AVE

MEADOW LAKE LN

SILVER LAKES AVE

WINGFOOT AVE

OAKMONT DR

SAINT ANDREWS WAY

BROOKSIDE DR

RIVIERA AVE

MAIDSTONE ST

SUN LAKES BLVD

TWIN HILLS DR

ESSEX WAY

OAKHURST AVE

SALEM CIR

MERION CT

COUNTRY CLUB DR

INDIAN WELLS RD

SEMINOLE CT

SHOAL CREEK CT

PLAIN FIELD DR

BIG SPRING DR

MAIRFIELD CT

LA QUINTA DR

LA COSTA DR

TORREY PINES RD

PINEHURST DR

LINKS AVE

AUGUSTA WAY

EL DORADO CT

PEBBLE BEACH

PALMER DR

BERMUDA DUNES

HIGHLAND HOME

Legend

- California Geological Survey Liquefaction Hazard Zone
- FEMA SFHA - 1% (100-Year) Annual Chance Flood Hazard
- FEMA SFHA - 0.2% (500-Year) Annual Chance Flood Hazard
- USGS Blue Line Streams
- Banning City Boundary

No *California Department of Conservation* Earthquake Fault Zones within 1 mile of the project location.

No *CalFire* Fire Hazard Severity Zones within 1 mile of the project location.

No *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)* Criteria Cells within 1.7 miles of the project location.

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Comm

CITY OF BANNING

PROJECT NUMBERS: DR 21-7008, TPM 21-4001, ENV 21-1510

PROJECT VICINITY

ADDRESS/APN: NEC of Sun Lakes Blvd. and Sun Lakes Village Dr./419-140-057

ZONE: Sun Lakes North Specific Plan

N W E S

0 200 400 600 800

Feet

6/18/2021

WILLDAN Engineering | extending your reach

PROJECT LOCATION

CITY OF BEAUMONT

Banning City Boundary

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Comm

CITY OF BANNING

PROJECT NUMBERS: DR 21-7008, TPM 21-4001, ENV 21-1510
GENERAL PLAN/ZONING

ADDRESS/APN: NEC of Sun Lakes Blvd. and Sun Lakes Village Dr./419-140-057
ZONE: Sun Lakes North Specific Plan

N W E S

0 100 200 300 400 500 600 700
Feet

6/18/2021

WILLDAN Engineering | extending your reach

PROJECT LOCATION

419-140-057

General Commercial

Specific Plan - Sun Lakes North

High Density Residential (11-18 du/ac)

High Density Residential-20/ Affordable Housing Opportunity (20-24 du/ac)

Business Park

Public Facilities - Railroad/Interstate

Low Density Residential (0-5 du/ac)

Mobile Home Parks

Medium Density Residential (0-10 du/ac)

Open Space - Parks

JOSHUA PALMER WAY
APEX AVE
CAVE
RAMSEY ST
GRANDVIEW AVE
HIGHLAND HOME RD
UNION PACIFIC RAILROAD
HIGHLAND SPRINGS AVE
NORTHWOOD AVE
SANDPIPER ST
BROOKLAWN DR
MEADOW LAKE LN
ROLLING HILLS AVE
SKYVIEW CIR
SUN LAKES VILLAGE DR
SUN LAKES BLVD
SILVER LAKES AVE
OAKMONT DR
RIVIERA AVE
BROOKSIDE DR
COUNTRY CLUB DR
LA QUINTA DR
AUGUSTA WAY
INDIAN WELLS RD
LA COSTA DR
EL DORADO CT
TORREY PINES R
SEMINOLE CT
SHOAL CREEK ST
PINEHURST DR
PLAIN FIELD DR
ESSEX WAY
OAKHURST AVE
SALEM CIR
TWIN HILLS DR
LINKS AVE
BIG SPRING DR
2ND ST
BEACH DR
CITY OF BEAUMONT

LEGEND

General Plan/Zoning

- Business Park
- General Commercial
- Low Density Residential (0-5 du/ac)
- Medium Density Residential (0-10 du/ac)
- High Density Residential (11-18 du/ac)
- High Density Residential-20/Affordable Housing Opportunity (20-24 du/ac)
- Mobile Home Parks
- Open Space - Parks
- Public Facilities - Railroad/Interstate
- Specific Plan - Sun Lakes North

Banning City Boundary

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the G

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Emery Papp, Senior Planner**
MEETING DATE:	**July 9, 2024**
SUBJECT:	**Consideration of Resolution 2024-114, (1) Approving Tentative Parcel Map No. 38164, Allowing the Subdivision of Approximately 47 Gross Acres of Vacant Land Into Three Parcels; (2) Affirming the Planning Commission's Approval of Design Review No. 21-7008 and Denying an Appeal of that Decision and Permitting the Construction of a Proposed 619,959 Square Foot Industrial Warehouse Building, including 10,000 Square Feet of Office Space and a Combined 34,000 Square Feet of Retail/Commercial Buildings, on Real Property Located within the Boundaries of the Sun Lakes Village North Specific Plan Area (APN: 419-140-057); and (3) Adopting an Addendum under the California Environmental Quality Act (CEQA) and Making Findings in Support Thereof, Including Findings of Consistency with the Certified Environmental Impact Report Prepared for Amendment No. 5 to the Sun Lakes Village North Specific Plan (SCH # 2020029074)**

RECOMMENDATION:

Adopt Resolution 2024-114.

BACKGROUND:

Tentative Parcel Map (TPM) No. 38164 (Attachment No. 5) and Design Review (DR) No. 21-7008 (Attachment No. 6) propose to subdivide approximately 47.11 gross acres of vacant land located within the Sun Lakes Village North Specific Plan (SLVNSP) area into three commercial/industrial lots to accommodate the construction of a 619,959 square foot industrial warehouse building (the "Project" or the "Banning Point Project"), including a 10,000 square-foot integrated office component. The Project also proposes six new retail/commercial buildings collectively totaling approximately 34,000 square feet (sf), which range in size from 1,600 sf to 8,400 sf. One of the three parcels will remain undeveloped and is not a part of the Design Review application for the Banning Point Project. The Project is intended to be constructed in two phases. Phase 1 will consist of the construction of the industrial building. Phase 2 will consist of the construction of the retail/commercial buildings.

The Planning Commission voted on December 1, 2021, to approve DR No. 21-7008 and recommend approval of TPM No. 38614 to the City Council (Attachment Nos. 9 and 10), and the City Council approved the Project on February 17, 2022, by way of adoption of Resolution No. 2022 -14 (Attachment No. 11). The Pass Action Group (PAG) filed a lawsuit to challenge approval of the Project. (Pass Action Group v. City of Banning, et al., Riverside County Superior Court Case No. CVRI2201482.) The lawsuit alleged that the City failed to provide a fair hearing due to alleged bias by certain Councilmembers. The lawsuit also contended that the City violated the California Environmental Quality Act (CEQA) and the City's General Plan in approving the Project, and that the findings in support of the Project were not

supported by substantial evidence. Following briefing and a hearing on the merits, the trial court issued a ruling finding only that the City did not provide a fair hearing based on the court's conclusion that then-Councilmember Mary Hamlin was biased in favor of the Project. (Attachment No. 14) The court rejected all claims of bias as to Councilmember Wallace and Councilmember Sanchez, stating in its ruling that "their statements do not overcome the presumption that they are unbiased. There has been no showing of a financial or personal interest in the Project and no specific evidence demonstrating actual bias or a particular combination of circumstances creating an unacceptable risk of bias…." The court also rejected in its entirety all of PAG's substantive challenges, finding that the City fully complied with CEQA, that the Project is consistent with the City's General Plan, and that the City's findings were supported by substantial evidence, as discussed further below. As the court concluded in its ruling, the court "does not find that Petitioner [PAG] has carried its burden of proof on any remaining issue and would not grant the writ but for the fair hearing issue."

The court entered judgment and issued a writ of mandate directing the City to set aside the prior Project approval and to reconsider the Project without the participation of Councilmember Hamlin (Attachment No. 14).

JUSTIFICATION:

TPM No. 38164 and DR No. 21-7008 were presented to the Planning Commission at a duly noticed public hearing on October 19, 2021 (Attachment Nos. 8 and 16), and again on December 1, 2021 (Attachment Nos. 9 and 17). During the Planning Commission's public hearings, Commissioners heard public testimony from dozens of Sun Lakes Village residents and others living in the vicinity of the Project and having an interest in the City's determination regarding the proposed Project. Much of the public testimony centered around several core issues and concerns. A summary of these concerns is provided below:

- Public Notice
- Traffic/Circulation
- Air Quality
- Noise
- Lighting
- Building location
- Future Job Growth
- Golf Cart Access
- Sun Lakes Blvd. Extension
- Health Impacts

Included in Attachment 4 (Planning Commission Packet, December 1, 2021) is an Issues of Concern & Response Matrix, which provides clarification and technical back-up to support the City's position on the topics of concern discussed during public comment.

PLANNING COMMISSION ACTION:

Upon conclusion of the public hearing, and considering all the evidence in the public record, the Planning Commission voted at the December 1, 2021 meeting to recommend approval of TPM No. 38164 and acted to approve DR No. 21-7008 by a vote of three ayes and two noes, with zero absent or abstaining (3-2-0) (Attachment No. 9).

A copy of the Planning Commission's Resolution providing for its determinations and action is attached to this Report (Attachment No. 10).

APPEALS OF THE PLANNING COMMISSION'S DECISION AND HEARING DATES:

Pursuant to Banning Municipal Code Section 17.68.100, three applications seeking to appeal the Planning Commission's decision on the Project were received during the appeal period, following the Planning Commission's action. The first appeal application received was from Golden State

Environmental Justice Alliance and was rejected as being incomplete because it did not state the grounds or reasons for its appeal, did not request a specific action, and incorrectly described the Project. A second appeal was filed by Supporters Alliance for Environmental Responsibility (SAFER). That second appeal was later withdrawn on January 18, 2022, and SAFER subsequently announced its support for the Project. As a result, only the third appeal (Appeal) by PAG (Appellant) remains to be heard (Attachment No. 3). The Appeal applied to the Planning Commission's approval of DR No. 21-7008. The Planning Commission's action on TPM No. 38164 was a recommendation to the City Council.

On January 11, 2022, the City Council received those appeals and set a joint hearing on TPM No. 38164 and DR No. 21-7008 for January 31, 2022. Notice of that hearing was published in the Record Gazette newspaper on January 21, 2022, and was mailed on January 20, 2022, to property owners within 1,000 feet of the Project site.

On January 25, 2022, at the request of both PAG and the Applicant, the City Council acted to postpone the City Council hearing on the Project from January 31, 2022, to February 17, 2022 at 5:00 p.m. Notice of the rescheduled public hearing was published in the Record Gazette newspaper on February 4, 2022, and mailed on February 3, 2022 to property owners within 1,000 feet of the Project site, providing 10 days' notice of the rescheduled hearing date.

For this remand hearing before the City Council, notice of the public hearing was published in the Record Gazette newspaper on June 28, 2024 (Attachment Nos. 19 and 20), and mailed on June 25, 2024 (Attachment Nos. 20 and 21) to property owners within 1,000 feet of the Project site, providing 10 days' notice of the hearing date.

The Project consists of applications for TPM No. 38164 (Attachment No. 5) and DR No. 21- 7008 (Attachment No. 6), and an Addendum/Consistency Determination pursuant to CEQA (Attachment No. 7). The Project is located north of Sun Lakes Boulevard, east of Highland Springs Avenue, south of Interstate 10, and west of The Lakes Apartment Complex, and located in the SLVNSP area, as indicated in the attached exhibits.

TPM No. 38164:
TPM No. 38164 was submitted as part of the Project application review and proposes to subdivide the entire site (47-acres) into three (3) parcels. Parcel 1 will be approximately 6.9 acres in size and accommodate six (6) proposed retail/commercial buildings. Parcel 2 will be approximately 30.14 acres and the proposed industrial warehouse building. Parcel 3 is not intended for development at this time; however, it will share access with Parcel 2. Parcel 3 is approximately 9.96 acres in size and is labeled "Not A Part" (N.A.P.) of the Project. The City Engineer has determined that the proposed subdivision of the land is in conformity with the State Subdivision Map Act and the City's Subdivision Ordinance, and that all the proposed lots will have adequate access to public streets, sanitary sewer lines, water mains, fire hydrants, drainage structures and utilities.

The court found that "Substantial evidence supported the City's project approval findings," which includes the City's findings that "the tentative map and design review [are] consistent with the general plan and the specific plan amendment." (Attachment No. 14) The findings that were upheld by the Court are stated in Section 3 of Resolution 2024-114.

DR No. 21-7008:
The proposed industrial warehouse building measures 619,959 sf, which includes 10,000 square feet of office space to be built on Parcel 2 of the Map, as indicated in Figure 4, Site Plan below. The Project also proposes six retail/commercial buildings totaling approximately 34,000 sf., ranging in size from 1,600 sf to 8,400 sf. Building 1 will include a coffee restaurant with a drive-thru and the remaining five (5) buildings are intended for sit-down restaurant- type uses and other commercial and services uses. The SLVNSP land use and zoning designation provides for Business and Warehouse, Office and Professional, and Retail and Service, consistent with the proposed uses on each parcel. All of the

proposed uses are permitted by right by the SLVNSP.

The proposed industrial building and uses will be located as far away from residents to the extent possible. The building is separated by approximately 800 feet from the nearest Sun Lakes Country Club residence. The industrial building will be screened by eight-foot to fourteen-foot -high screening walls, landscaping, 24-foot-wide drive aisles, the six retail/restaurant buildings adjacent and along the frontage of Parcel 2. The Project is also screened by Sun Lakes Boulevard and median and parkway landscaping in the Sun Lakes Boulevard right-of-way.
The court found that “Substantial evidence supported the City’s project approval findings,” which includes the City’s findings that “the tentative map and design review [are] consistent with the general plan and the specific plan amendment.” (Attachment No. 14) The findings that were upheld by the court are stated in Section 4 of Resolution 2024-114.

Architectural Design:
The industrial warehouse building will be a contemporary styled concrete tilt-up building with painted and scored accents to provide shading interest. The elevations utilize a combination of materials and accents such as anodized aluminum windows and door frames with tempered glazing in a blue reflective color, metal canopies, and mullions.

The warehouse building will use Sherwin-Williams paint colors Extra White, with Gray Screen, Software, and Cyberspace for the main body of the building, and Heartthrob trim paint between the gray panels. The metal canopies will be Pure White with clear anodized mullions to accent the building. The proposed 14’ concrete tilt -up walls will screen the truck yards and the colors will match the paint and color variations of the warehouse building.

The main colors of the retail buildings will be Sherwin-Williams Extra White with White Brick, Warm Brick, and Metal Siding accents and trim colors. Storefront aluminum windows and door frames will use a blue reflective window glazing. Pure White metal canopies with clear anodized mullions will provide exterior accents and shade for the buildings.

Landscaping:
The SLVNSP requires projects to provide a minimum of 15% of the site to be covered with landscaping. Landscaping is provided along the parkway on Sun Lakes Boulevard, on the side and freeway setbacks adjacent to the property lines and buildings, and throughout the parking areas. The project proposes 39.7% of landscape coverage on Parcel 1 of TPM No. 38164 (the retail/restaurant parcel of the Project) and 16.23% of landscape coverage on Parcel 2 (the industrial site parcel of the Project). The existing median and parkway landscaping, in conjunction with the landscaping proposed for the commercial component, will effectively serve to buffer, and soften the prominence of the industrial warehouse building.

Streets/Circulation System:
The main access points for the Project are as follows:

- Access points off Sun Lakes Blvd: 40' wide driveway (at cul-de-sac) & 46' driveway (divided by 6' median) & 40' wide shared driveway;
- Access points for retail: West side - 24' wide driveway off Sun Lakes Village Dr & East side - Two (2) 26' wide driveways off shared driveway;
- Access points for warehouse: West side- 29'-10" wide driveway off Sun Lakes Village Dr & East side- Three (3) driveways 24' wide, 29' wide, 40' wide off shared driveway; and
- There are 24-foot -wide emergency vehicle access roads provided around the south and north sides of the retail buildings, throughout the north and south truck courts, around the industrial building and through all the parking areas of the site.

ENVIRONMENTAL DETERMINATION:
The Project has been reviewed in connection with the requirements of CEQA (Pub. Resources Code, §

21000 et seq.) and the State CEQA Guidelines (14 C.C.R. § 15000 et seq.).

The EIR prepared for Amendment No. 5 to the SLVNSP analyzed the potential development of 877,298 square feet of industrial and warehouse uses, 52,065 square feet of medical office uses, and 37,189 square feet of retail uses. The EIR analyzed the potential environmental impacts from this type of development in the areas of aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, transportation, tribal cultural resources, and utilities and service systems. The EIR concluded that Amendment No. 5 to the SLVNSP had the potential to result in a net increase of building square footage and that certain air quality, greenhouse gas emissions, and traffic impacts would be significant and unavoidable even after the imposition of mitigation and regulatory compliance. The Draft EIR was made available for review and comment from September 11, 2020, through October 26, 2020. A Notice of Availability was distributed to project stakeholders requesting to be notified, responsible and trustee agencies, and published in the Record Gazette newspaper. The Draft EIR and Amendment No. 5 were posted on the City's website and at City Hall for viewing. Comments received on the Draft EIR and the City's response to comments were incorporated in the Final EIR. After hearing all the facts in evidence, the City Council determined that the benefits of Amendment No. 5 outweighed the Amendment's environmental impacts and adopted a Statement of Overriding Considerations on December 8, 2020. The EIR was certified on December 8, 2020, and was never challenged. It is now final, beyond challenge, and conclusive in all respects.

Amendment No. 5 to the SLVNSP was adopted on December 8, 2020, by way of City Council Resolution No. 2020-141. Ordinance 1571 provides that there shall be a textual reference to Amendment. No. 5 to the SLVNSP included in the City's Zoning Code portion of the Municipal Code. That Ordinance was introduced on December 8, 2020, adopted on January 12, 2021, and became effective on February 11, 2021. The Certified EIR was never challenged and is now final, beyond challenge, and in effect for all purposes.

The Project proposes a smaller development than that analyzed in the EIR. The Project proposes 619,959 square feet of industrial uses, which is split between 75% (or 464,969 sf) of high-cube fulfillment center warehouse use and 25% (or 154,990 sf) of high-cube cold storage warehouse use, and 34,000 square feet of retail/commercial uses, along with the associated utility, parking, roadway, and landscaping improvements. The Project does not include development of any of the office uses analyzed in the EIR.

The mitigation measures imposed as part of the prior EIR remain valid and applicable to the Project and are identified in the Mitigation Monitoring and Reporting Program, Section 5, Pages 97 through 109 of the Banning Point/Sun Lakes Village North Specific Plan EIR Addendum/Consistency Checklist. The same benefits described in the Statement of Overriding Considerations for Amendment No. 5 to the SLVNSP remain applicable to the Project.

The prior EIR, which was a "Program EIR," has been reviewed to determine if the Project is within the scope of what was analyzed in the EIR. Based on this review and analysis, an Addendum/Consistency checklist entitled "Banning Point Addendum to the Sun Lakes Village North Specific Plan Amendment No. 5 Environmental Impact Report" (updated version dated February 10, 2022) ("Addendum"), has been prepared pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162, 15164, and 15168(c).

CEQA Guidelines Section 15164(a) provides that the lead agency "shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162, calling for preparation of a subsequent EIR have occurred." CEQA Guidelines Section 15164(c) further provides that an "addendum need not be circulated for public review but can be included in or attached to the final EIR" and CEQA Guidelines Section 15164(e) provides that a "brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included" in the

addendum, the agency's findings, or elsewhere in the administrative record.

The Addendum evaluated the Project's potential environmental effects, in light of those effects previously disclosed in the prior EIR, to determine whether any of the conditions described in CEQA Guidelines Section 15162 calling for subsequent CEQA review have occurred.

All environmental impacts of Amendment No. 5 to the SLVNSP (including those impacts related to the development of industrial and warehouse uses, and retail uses, such as those proposed by the Project) were analyzed, disclosed, and mitigated as set forth in the EIR (SCH# 2020029074) that was certified on December 8, 2020; this conclusion is supported by the detailed Addendum and its supporting technical reports and data. Therefore, any potential environmental impacts resulting from the types of land development proposed by the Project already have been analyzed and disclosed in the certified EIR that is now final in all respects and is beyond challenge. Furthermore, a subsequent EIR is not required as discussed below.

Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 provide that no subsequent EIR shall be prepared for a project unless, on the basis of substantial evidence in the light of the whole record, "major revisions" of the EIR are needed to reflect (i) substantial changes to the project involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (ii) substantial changes to the circumstances under which the project is undertaken involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (iii) new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, showing that the project will have one or more significant effects not discussed in the previous EIR, or significant effects previously examined will be substantially more severe than shown in the previous EIR, or mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. At this point in the process, "in-depth review has already occurred, the time for challenging the sufficiency of the original EIR has long since expired, and the question is whether circumstances have changed enough to justify repeating a substantial portion of the process." (Bowman v. City of Petaluma (2008) 185 Cal.App.3d 1065, 1073, 1074.) As a result, any issues with the earlier EIR that were raised or could have been raised are barred from further consideration. (Comm. for Green Foothills v. Santa Clara County Bd. of Supervisors (2010) 48 Cal.4th 32, 50).

No information has been presented to the City demonstrating that any of the criteria set forth in Public Resources Code Section 21166, or CEQA Guidelines Sections 15162 or 15163, are present.

(1) No information has been presented to the City to demonstrate that any substantial changes have occurred with respect to the Project involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Rather, the Project proposes the exactly the same type of land uses analyzed in the EIR and approved as part of Amendment No. 5 to the SLVNSP, only smaller in scope and footprint. The Project therefore serves to implement the vision for the commercial and industrial core of Highland Springs Avenue and the Interstate 10 freeway, which is described in detail within Amendment No. 5 to the SLVNSP and is consistent the land use envisioned in the SLVNSP and its accompanying EIR. Furthermore, the Addendum comprehensively analyzed the Project in comparison to the EIR in each environmental impact area and concluded that there are no new or substantially greater impacts than those previously disclosed, analyzed, and mitigated (to the extent feasible) in the EIR. City staff, acting as the Lead Agency, has independently reviewed the Addendum and finds that the Addendum, including its supporting technical reports, constitutes substantial evidence in support of this conclusion.

(2) No information has been presented to the City to demonstrate that any substantial changes have occurred with respect to the circumstances under which the Project is undertaken involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The Project remains consistent with the project described in the prior EIR for Amendment No. 5 to the SLVNSP and is smaller in scope than the development anticipated in that document and approved in Amendment No. 5 to the SLVNSP. There have been no changes to the SLVNSP area that would alter the ability of the Project to remain consistent with the SLVNSP and the environmental impacts analyzed in the prior EIR.

(3) No information has been presented to the City to demonstrate that there is any new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete showing that the Project will have any significant or more severe effects than those discussed in the prior EIR, or that additional mitigation measures or alternatives would substantially reduce any significant effects on the environment disclosed in the prior EIR. No information, let alone substantial evidence, has been presented to suggest that the current Project has environmental impacts beyond those previously analyzed, disclosed, and mitigated as set forth in the EIR. No information regarding any purported greater environmental impacts, or the need for additional mitigation or alternatives, has been presented.
The court concurred with these conclusions. As the court stated in its ruling, "There is no dispute but that the differences between the original project [that described in Amendment No. 5 to the SLVNSP] and the current version of the Project do not result in new significant environmental impacts. Indeed, the current version of the Project is significantly smaller than the original project." The court thus found that "substantial evidence supported the City's decision … to prepare an addendum instead of a supplemental or subsequent EIR for the Project." (Attachment No. 14)

The City Staff finds, in the exercise of its independent judgment and based on substantial evidence in the whole of the record, that no further environmental review is required, including pursuant to Public Resources Code Section 21166, or CEQA Guidelines Sections 15162 or 15163 because (i) the Project will not have new or substantially more severe impacts than what was disclosed in the EIR; (ii) all applicable mitigation measures in the EIR remain applicable to the Project and are imposed on the Project as a condition of approval; and (iii) the Project will not require any new mitigation measures, all as documented in the Addendum. The Addendum and its supporting technical reports and memoranda constitute substantial evidence in support of this conclusion and the findings.

Multiple Species Habitat Conservation Plan (MSHCP).
The project is found to be consistent with the MSHCP. The project is located outside of any MSHCP criteria area and mitigation is provided through payment of the MSHCP Mitigation Fee.

RESPONSE TO APPELLANT'S LETTERS FROM DECEMBER 7, 2021, JANUARY 24, 2022, AND FEBRUARY 10, 2022:
On December 7, 2021, January 24, 2022, and February 10, 2022, the attorneys for the Pass Area Action Group ("Appellant") submitted letters challenging the sufficiency of the 2020 Program EIR for use by the City in connection with approval of the proposed Project. Those Letters also made other assertions regarding accessibility of documents, public noticing, and issues related to the preparation of the 2020 Program EIR. Finally, the February 10, 2022, Letter asserted that certain councilmembers were biased in favor of the Project and should recuse themselves from decisions on the Project.

A. Adequacy and Sufficiency of the Program EIR for the Project is Documented in an addendum/Consistency Checklist Document and in CEQA Consultant's Response to Comments.

The City caused an Addendum to be prepared which compared the potential impacts of the proposed Project to the project envisioned under the previously adopted the SLVNSP Amendment No. 5 and Certified Program EIR. The Addendum demonstrates that additional environmental review is not required

for the Project beyond what was analyzed and disclosed in the now final EIR and in the Addendum. All environmental impacts of Amendment No. 5 to the SLVNSP (including those impacts related to the development of industrial and warehouse uses, and retail uses, such as those proposed by the Project) were analyzed, disclosed, and mitigated as set forth in the EIR (SCH# 2020029074) that was certified on December 8, 2020. This conclusion is supported by the detailed Addendum and its supporting technical reports and data. Therefore, any potential environmental impacts resulting from the types of land development proposed by the Project already have been analyzed and disclosed in the certified EIR that is now final in all respects and is beyond challenge. In addition, the CEQA consultant responded to the Appellant's comments on this issue, providing further support for the sufficiency of the Addendum. The court agreed that substantial evidence supported the City's decision to proceed with an Addendum.

The court also expressly rejected PAG's contention that the Sunset Crossings project constitutes a substantial change in the circumstances under which the Project is undertaken, or new information that has become available which could not have been known before, such that a subsequent EIR was required. As the court explained, the potential that the Sunset Crossing project might have significant impacts "is not substantial evidence that the proposed project's incremental effects are cumulatively considerable. CEQA Guidelines § 15064(h)(4). Accordingly, the Court concludes that substantial evidence supported the City's decision not to include cumulative impacts from the Project and Sunset Crossroads in the environmental documents for the Project and to prepare an addendum instead of a supplemental or subsequent EIR for the Project."

B. Incorporation of The Sun Lakes Village North Specific Plan Amendment No. 5 into the Banning Municipal Code.

PAG's letter also makes multiple statements which can be generally consolidated into three non-CEQA issues which are summarized below:
Appellant's letter asserts that the City had not properly updated its Municipal Code to reflect inclusion of the Sun Lakes Village North Specific Plan Amendment No. 5 into the Code. Accordingly, the letter asserts that it has been impossible for the public to appropriately review the Project for consistency with the Sun Lakes Village North Specific Plan Amendment No. 5.
The Sun Lakes Village North Specific Plan Amendment No. 5 was adopted by Ordinance 1571. The Specific Plan Amendment was included in the agenda packet for the November 4, 2020, Planning Commission meeting and the December 8, 2020, City Council meeting. The agenda packets for those meetings, including the Draft Sun Lakes Village North Specific Plan Amendment No. 5, have been and are currently available on the City's website on the page that provides those agendas and packets. In addition, Ordinance No. 1571, which approved the Specific Plan Amendment, is listed in the on-line Banning Municipal Code under Supplementary Ordinance Table with a link to the Ordinance. Furthermore, a copy of the final approved version of the Specific Plan Amendment was provided to members of the public who made requests for the Specific Plan, including representatives of the Appellant, which provided the Appellants sufficient time to review the Specific Plan Amendment and to address the Project's consistency with the Banning Municipal Code. A copy of the final adopted Sun Lakes Village North Specific Plan Amendment No. 5 is currently on file with the Banning City Clerk where it is available for inspection by the public.

C. Public Notice for the December 2020 City Council Public Hearing on the Specific Plan Amendment.

Appellant's letter also asserts that the City did not send out public hearing notices to property owners and residents within 300 feet of the Project site advising them of the Planning Commission and City Council public hearings on the Sun Lakes Village North Specific Plan Amendment No. 5 before that Amendment was adopted by the City Council on December 8, 2020. The letter attempts to reinforce this argument by pointing out that the City was unable to provide any certificate or affidavit from a staff person that the required public hearing notices were mailed out and that the residents of Sun Lakes do not recall having received notice.

City files contain a copy of the public hearing notice that was sent to property owners in advance of the November 4, 2020, Planning Commission meeting and the December 8, 2020, City Council meeting. Also included in the City's files is a copy of the mailing labels, which contain the names and addresses of all 108 property owners within 300 feet of the project, as required by the Banning Municipal Code and state law. Among the property owners to whom notices were sent, three of them were for properties owned by the Sun Lakes Country Club Homeowners Association and the single property owner of The Lakes Apartment Complex, along with several individual property owners in the Sun Lakes Country Club neighborhood.

An Affidavit of Mailing is not legally required by state law and thus is not needed to comply with public noticing requirements. Moreover, the public hearing notices were advertised in the Record Gazette newspaper, a newspaper of general circulation in the City of Banning, published on October 23, 2020, for the Planning Commission hearing on November 4, 2020; and published on November 27, 2020, for the December 8, 2020, City Council meeting. Therefore, the City of Banning complied with state law and local ordinance to provide notice of the Sun Lakes Village North Specific Plan Amendment No. 5. Finally, no challenge was brought to those 2020 decisions regarding the Sun Lakes Village North Specific Plan Amendment No. 5 or the 2020 Program EIR. Pursuant to Section 15112 of the California Environmental Quality Act and CEQA Guidelines, the 180- day time to challenge the sufficiency of notice for the adoption of the Sun Lakes Village North Specific Plan Amendment No. 5 EIR has long since expired.

D. Notification to the SCAQMD and the California Air Resources Board when the 2020 Program EIR was Prepared.

The Appellant asserts that the City should have provided notice to the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) in connection with the consideration of this Project.

Notice was provided to both SCAQMD and CARB when the land uses considered for this Project were proposed as part of the Sun Lakes Village North Specific Plan Amendment No. 5. That occurred when the Notice of Preparation for the 2020 Program EIR was transmitted electronically to SCAQMD and was filed with the State Clearinghouse as required (SCH #2020029074), and through the State Clearinghouse, notices were provided to various resource and trustee agencies, including CARB and SCAQMD. In response to that Notice of Preparation, the SCAQMD provided a comment letter dated March 17, 2020, from Lijin Sun, J.D., Program Supervisor, CEQA IGR, Planning, Rule Development & Area Sources. Furthermore, SCAQMD received notice of the Draft EIR, through the State Clearinghouse, when advertised in October of 2020, and did not provide a reply or response to the city at any time during the 45-Day Notice of Availability (NOA)/Notice of Completion (NOC) timeframe. Because the City determined that the Project now under consideration is consistent with the project evaluated in the 2020 Program EIR, an Addendum was prepared indicating that no additional environmental review is required for this Project. Pursuant to the CEQA Guidelines, there is no obligation to circulate a draft Addendum to trustee agencies or to the public for public comment. Therefore, no new or special notice to SCAQMD or CARB is required in connection with the processing of the proposed Project.

E. Allegations of Bias by Certain Councilmembers.

On February 10, 2022, the Appellant submitted a letter asserting that due to certain public comments made by councilmembers early in the process and before the matter was submitted to the City Council, that three councilmembers are biased in favor of the Project and should recuse themselves from decisions on the Project. As discussed above, the court issued a ruling finding only that the City did not provide a fair hearing based on the court's conclusion that then-Councilmember Mary Hamlin was biased in favor of the Project. The court rejected all claims of bias as to Councilmember Wallace and Councilmember Sanchez, stating in its ruling that "their statements do not overcome the presumption that they are unbiased."

ADDITIONAL PUBLIC COMMUNICATIONS:
The proposed Project was advertised in the Record Gazette newspaper on May 31, 2024 for a public hearing to be held before the City Council on June 11, 2024. After posting of the City Council meeting agenda packet on the City's website, it was brought to the attention of City staff that many of the staff report attachments were not visible to the public, and as a result, the entirety of the record was not available for public review. The June 11, 2024 City Council hearing for this item was therefore continued and re-noticed in the Record Gazette newspaper on June 28, 2024 for the July 9, 2024 City Council Meeting (Attachment Nos. 19 and 20). Public Notices were also mailed to property owners within a 1,000-foot radius of the Project site (Attachment Nos. 20 and 21). As of the date of this report, City staff had received several items of public communication for the public hearing to held before the City Council on July 9, 2024, which have been provided to the City Council under separate cover, and are attached to this staff report.

FISCAL IMPACT:

There is no fiscal impact associated with this action.

ALTERNATIVES:

1. Adopt Resolution 2024-114, as recommended (Attachment Nos. 1 and 2).
2. Adopt Resolution 2024-114, with modifications.
3. Do not adopt Resolution 2024-114 (Attachment Nos. 1 and 2), and provide direction to staff.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Resolution 2024-114, DR 21-7008 Consideration.docx
2. Exhibit A - COAs.docx
3. PAAG Appeal Letter.pdf
4. December 1 2021 Regular Planning Commission Meeting.pdf
5. TPM 38164.pdf
6. DR 21-7008 Plans.pdf
7. Addendum Consistency Checklist.pdf
8. Approved PC Minutes October 19, 2021.pdf
9. December 1, 2021 PC Meeting Minutes.pdf
10. PC Resolution 2021-16.pdf
11. Resolution No. 2022-014.pdf
12. February 17, 2022 Special CC Meeting Minutes.pdf
13. 240409 Judgment Grant Peremptory Writ of Mandate SLH.pdf
14. March 15, 2024 Ruling.pdf
15. Public Comment Correspondence.pdf
16. 10.19.2021 PC PHN.pdf
17. 12.01.2021 PC PHN.pdf
18. Public Hearing Notice - 06/11/2024
19. PHN_Banning Point_7.9.2024.pdf
20. 2024 06 28_PHN - Proof of Publication
21. Banning - Affidavits of Mailing and Posting of Notice of Public Hearing.pdf

SUPERIOR COURT OF CALIFORNIA, COUNTY OF RIVERSIDE

Historic Court House
Ruling on Matter Submitted

03/15/2024
8:08 AM
Department 1

CVRI2201482
PASS ACTION GROUP vs CITY OF BANNING

Honorable Harold W. Hopp, Judge
E. Escobedo, Courtroom Assistant
Court Reporter: None

APPEARANCES:
No Appearances

Court subsequently rules on matter taken under submission on: 03/13/2024 for Hearing on Writ of Mandate (CEQA).
-
Petitioner Pass Action Group brings this action challenging the approval of the Banning Point Project, which it alleges violates CEQA, petitioner's and the public's right to a fair hearing, planning and zoning laws, and the Banning Municipal Code. The Banning Point Project (the Project) includes a tentative parcel map and design review authorizing the subdivision of the site and construction of a warehouse of approximately 620,000 square feet, 10,000 square feet of office space, and 150,000 square feet of high-cube cold storage and six retail buildings comprising 34,000 square feet. The property that would be subject to the development is 47 acres of undeveloped land in the City of Banning. Respondents are the City and its City Council. Real party is Sun Lakes Highland, LLC and Creation Equity, LLC. Petition, ¶¶s 14 to 18.

Right to a Fair Hearing. The petition and complaint raise four issues. First, that three members of the City Council participated in the discussion and approval of the Project despite having made comments allegedly showing bias in favor of it, violating Petitioner's and the public's right to a fair hearing.

"Quasi-judicial or "administrative" hearings are subject to the fair process requirements of California Code of Civil Procedure section 1094.5(b) and, when a vested property or liberty interest is implicated, to the due process requirements of both the federal and state constitutions." The California Municipal Law Handbook (Cal. CEB 2023) § 2.56 citing Today's Fresh Start, Inc. v Los Angeles County Office of Education (2013) 57 Cal.4th 197, 212. "The decision-maker must be fair and impartial." Id. citing, Woody's Group, Inc. v. City of Newport Beach (2015) 233 Cal.App.4th 1012,

1027 (invalidated city council decision on appeal of land use application when council member appealing planning commission decision showed bias and violated local procedures); Golden Day Schools v. Dept. of Education (2000) 83 Cal.App.4th 695, 709 ("initial decision-maker may not sit on review board"). "Fair process and due process require both actual fairness and the appearance of fairness." Id., citing Nightlife Partners, Ltd. v. City of Beverly Hills (2003) 108 Cal.App.4th 81, 94 ("due process violation when lawyer, advocate for defendant city, later acted as advisor to the judge of administrative appeal").

"Comments made by an agency member before hearing may constitute evidence of an unacceptable probability of actual bias such that the member could not act as a 'reasonably impartial, non-involved reviewer.'" Id., citing Nasha v. City of Los Angeles (2004) 125 Cal.App.4th 470, 484. "A personal interest or involvement in the outcome of a matter, or with any participant, that is unrelated to the merits requires disqualification." The California Municipal Law Handbook (Cal. CEB 2023) § 2.167; see Mennig v. City Council (1978) 86 Cal.App.3d 341, 351. "This rule does not preclude holding opinions, philosophies, or strong feelings about issues or specific projects; it also does not proscribe expression of views about matters of importance in the community, particularly during an election campaign." Id. City of Fairfield v. Superior Court (1975) 14 Cal.3d 768, 780-782. "The decisionmaker's actions, however, must not 'cross the line into advocacy' for or against a project." Id., citing Petrovich Development Co., LLC v. City of Sacramento (2020) 48 Cal.App.5th 963, 974. Proof of actual bias is not necessary; "it is sufficient to invalidate a decision if 'an unacceptable probability of actual bias' by the municipal decision-maker is established." Id., citing Woody's Group, 233 Cal.App.4th at 1022.

"There is a presumption that administrative adjudicators are unbiased. In the absence of financial or other personal interest, and when rules mandating an agency's internal separation of functions and prohibiting ex parte communications are observed, the presumption of impartiality can be overcome only by specific evidence demonstrating actual bias or a particular combination of circumstances creating an unacceptable risk of bias." Id., citing Morongo Band of Mission Indians v. State Water Resources Control Board (2009) 45 Cal.4th 731, 741; Petrovich, 48 Cal.App.5th at 973 ("requiring 'concrete facts' establishing bias"). "The party asserting bias has the burden of establishing a disqualifying interest." Id., citing Sweeney v. California Regional Water Quality Control Board (2021) 61 Cal.App.5th 1093, 1144.

Petitioner contends that three council members made statements demonstrating bias. The Court finds that they have met their burden as to one of the three.

Council member Mary Hamlin emailed Petitioner's president, stating that "project appears to be good for the whole community and in the long run will lift the entire community." AR 13051. The email included an attached information sheet that stated the project would have a positive impact on new housing, new businesses and continued growth that would "far outpace" any adverse impact on property values. AR 13054. The information sheet indicated that it would be a mistake for the City to deny approval. AR 13051, 13054. Council member Hamlin also distributed a document on the second day of a Planning Commission hearing on the Project. The document stated that the Project was not a "distribution center" and would have only three large trucks per hour, that she would have opposed it if the Project were a distribution center with hundreds of trucks. AR 17080-17085. In fact, the project is anticipated to have as many as 296 truck trips per day. AR 592. The following day, Hamlin emailed the managing principal of Real Party Creation Equity, congratulating him on the Planning Commission's approval. AR 19736. She asked to be involved in leasing discussions for the project to do damage control and "repair the negativity" to her reputation with constituents. AR 19723-19736. The following week, she further suggested contacting a reporter to correct the record and help her repair her damaged image. AR 17615.

Council member Alberto Sanchez twice posted to social media commenting favorably on the Project before the City Council held a hearing. One post called the Project "great," bringing jobs and tax revenue, reducing homeless population and that that retail aspect "looks great as well." AR 13056. Another added that traffic is being mitigated and that this would be growth, which Banning residents want. AR 19728.

Council member Colleen Wallace, then Mayor, gave a state of the city address in October, 2021, stating that building in Banning is needed to encourage children who grew up in Banning to return and invest. AR 13042-13043.

Council member Sanchez moved for approval of the Project and council member Wallace seconded the motion. However, even with that context, their statements do not overcome the presumption that

they are unbiased. There has been no showing of a financial or personal interest in the Project and no specific evidence demonstrating actual bias or a particular combination of circumstances creating an unacceptable risk of bias, in the language used by the Court in the Morongo Band of Mission Indians case. 45 Cal.4th at 741.

Councilmember Hamlin, however, demonstrated a personal interest in the success of the Project, rehabilitating her reputation with her constituents. Further, her statements clearly advocate a position in favor of the Project. She not only made statements in favor of the Project, she circulated information that inaccurately understated the number of truck trips the Project would generate, contrary to the final traffic study. AR 592. She stated that the warehouse was not a distribution center but was more like an industrial office building, which is clearly incorrect. AR 13052. While review of the Project was pending, she asked to be involved in leasing discussions. She encouraged the principal of Creation Equity to seek positive press releases and to engage in an “aggressive campaign” to support the Project. AR 17615, 19742. These actions are similar to the “coaching” found in Petrovich, 48 Cal.App.5th at 974-976 (council member took affirmative steps to assist project proponents, acting as an advocate, not as a neutral). That she stated at the hearing that she was unbiased and ultimately voted against its approval does not show her to be unbiased.

City of Fairfield, on which the City relies, is a different situation. As the Supreme Court noted, the “proceedings did not turn upon the adjudication of disputed facts” or applying standards to facts, “the few factual controversies were submerged into the overriding issue of whether the construction of the shopping center would serve the public interest.” 14 Cal.3d at 779-780. Moreover, many of the statements made by council members in City of Fairfield were made during election campaigns. The Supreme Court stated that such statements “do not disqualify the candidate from voting on matters which come before him after his election.” 14 Cal.3d at 781.

These factors are not present here. The City Council was making a determination as to whether the facts required a subsequent or supplemental Environmental Impact Report or whether an addendum to the Project Environmental Impact Report would be sufficient. Council member Hamlin’s statements were not made during an election campaign. Her participation in the City Council’s discussion and decision to approve the Project requires the Court to grant the petition. Woody’s Group, Inc., 233 Cal.App.4th at 1031 (remedy for participation of biased council member is to grant writ and send

matter back to city council with instructions to reconsider the matter without the participation of the biased council member).

Although the Court is not required to go farther, having found sufficient basis to grant the writ, it will briefly explain its view on the remaining issues. In summary, it does not find that Petitioner has carried its burden of proof on any remaining issue and would not grant the writ but for the fair hearing issue.

There was substantial evidence to support the Council's decision not to prepare a supplemental EIR. Petitioner contends that the City failed to comply with CEQA because it merely prepared an addendum to the Program EIR and did not prepare a supplemental or subsequent EIR for the Project addressing cumulative impacts from the Project and the Sunset Crossroads project, which is currently under environmental review. The Sunset Crossroads project would include 5.5 million square feet of warehouse space and would be located not far from the Project.

Whenever a further discretionary approval by the lead or responsible agency is required for a project for which an EIR or a negative declaration has been certified or adopted, the agency has to consider whether a subsequent or supplemental EIR should be required for that further approval. Kostka & Zischke, Practice Under the CEQA (CEB 2022-2023) § 19.2. "To give a degree of finality to the results, CEQA includes a presumption against requiring any further environmental review once an EIR has been prepared for a project." Id., citing Cal. Pub. Res. Code § 21161; Friends of the College of San Mateo Gardens v. San Mateo County Community College District (2016) 1 Cal. 5th 937, 949; see also CEQA Guidelines § 15162.

As the court explained in the leading case of Bowman v. City of Petaluma (1986) 185 Cal.App.3d 1065, 1073: "[S]ection 21166 comes into play precisely because in-depth review has already occurred, the time for challenging the sufficiency of the original EIR has long since expired [§21167(c)], and the question is whether circumstances have changed enough to justify repeating a substantial portion of the process." Once a project has been approved, no additional steps to comply with CEQA are required, unless a further discretionary approval of the project is necessary. Id. citing Martis Camp Community Ass'n v. County of Placer (2020) 53 Cal.App.5th 569, 604. New information appearing after a project approval does not require that the approval be reopened (CEQA Guidelines

§ 15162(c)), but if another discretionary approval is needed, "the agency considering that approval must determine whether further CEQA review is required due to changes in the project, changes in circumstances, or new information." Id. citing CEQA Guidelines § 15162(a), (c); Willow Glen Trestle Conservancy v. City of San Jose (2020) 49 Cal.App.5th 127, 131.

There are three formats available to add to or amend the EIR depending on the circumstances. If major changes are required to make a previous EIR adequate, a subsequent EIR is required. Kostka & Zischke, Practice Under the CEQA (CEB 2022-2023) § 19.4.

A supplemental EIR may be prepared by the agency if any of the conditions requiring a further EIR exist, "but only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation." Kostka & Zischke, Practice Under the CEQA (CEB 2022-2023) §19.5; CEQA Guidelines §15162(a). CEQA Guidelines do not define "minor additions or changes" however, a supplement only has to have the information necessary to make the previous EIR adequate. Id.; CEQA Guidelines §15163(b). "Thus, an EIR supplement need respond only to the project changes, changes in circumstances, or new information that triggered the need to prepare a further EIR …." Id. The discretionary decision to prepare a supplemental EIR as opposed to a subsequent EIR "is tested under a reasonableness standard, with the focus on 'the substance of the EIR, not its nominal title." Id.; City of Irvine v. County of Orange (2015) 238 Cal.App.4th 526, 540.

An addendum to a previously certified EIR must be prepared "when changes or additions to the EIR are necessary but none of the conditions in" CEQA Guidelines §15162 that trigger preparation of a subsequent or supplemental EIR have occurred. Kostka & Zischke, Practice Under the CEQA (CEB 2020-2021) §19.6; citing Friends of the College of San Mateo Gardens, 1 Cal.5th at 946. "Preparation of an addendum is thus a way to make minor corrections to an EIR without recirculating the EIR for further review." Id. at §19.6; CEQA Guidelines §15164(c). "An addendum may also be used to evaluate changes to a project, changes in circumstances, or new information, and to document the agency's determination that a subsequent or supplemental EIR is not required. Id.; CEQA Guidelines §15164(e). "The agency's decision-making body must consider the addendum along with the final EIR before making a decision on the project." Ibid.

Where the agency finds "that impacts resulting from changes to the project do not differ significantly

from those described in the prior EIR, a further EIR is not required." Id. at § 19.13 citing Bowman v. City of Petaluma (1986) 185 Cal.App.3d 1065, 1079 (following a change in access to a project site, an updated traffic report's conclusions were substantially identical to those in the original EIR, which were not considered substantial so, no further EIR was required); see Citizens Against Airport Pollution v. City of San Jose (2014) 227 Cal.App.4th 788, 802 (an addendum's analysis showing that noise and air pollution impacts from airport operations would decrease in the future, supported agency's determination that changes would not result in new significant impacts or substantially different impacts from what was described in prior EIRs); Fund for Environmental Defense v. County of Orange (1988) 204 Cal.App.3d 1538, 1548 (subsequent EIR not required for change in source of water for project because addendum to EIR concluded that impacts were same as those assessed in project EIR even though provider of water service changed).

There is no dispute but that the differences between the original project and the current version of the Project do not result in new significant environmental impacts. Indeed, the current version of the Project is significantly smaller than the original project.

Have there been substantial changes "with respect to the circumstances under which the project is being undertaken which would require major revisions to the environmental impact report"? Cal. Pub. Res. Code § 21166(b); CEQA Guidelines § 15612(a)(2) (adds "due to the involvement of new significant, environmental effects or a substantial increase in the severity of previously identified significant effects.") If there are such changes, a subsequent or supplemental EIR is required only if: 1) the change in circumstances is substantial; 2) the change involves new or more severe significant environmental impacts; 3) the change will require major revisions to the previous EIR on the new or more severe impacts; and 4) the impacts were not covered in the previous EIR. Kostka & Zischke, Practice Under the CEQA (CEB 2022-2023) § 19.14.

Third, has new information that "was not known and could not have been known at the time the environmental impact report was certified as complete" become available? Id. at § 19.18 citing Cal. Pub. Res. Code §21166(c). The CEQA Guidelines explain that the new information could not have been known with the exercise of reasonable diligence and must be of "substantial importance." Id. citing CEQA Guidelines § 15162(a)(3).

Petitioner argues that both the second (substantial changes to the circumstances under which the Project is being undertaken) and third (new information that could not have been known has become available) conditions exist because of the Sunset Crossroads project.

Petitioner asserts that three months after the PEIR was certified, the City issued a notice of preparation for thee Sunset Crossroads project. AR112944-12961. Sunset Crossroads involves over 500 acres and, as noted above, would include 5.5 million square feet of industrial/logistics use. AR 12944, 12950, 12956. It requires an amendment of the City's general plan for much of the acreage, a specific plan creating 19 distinct planning areas, a parcel map and vesting tract map, and a pre-annexation and development agreement. AR 12944-12945. The Sunset Crossroads would be about half a mile away from the Project at the closest point. The Sun Lakes senior community is between the projects. AR 8580, 12954. The Sunset Crossroads would include an extension of Sun Lakes Boulevard, which trucks from the Project could use to access the nearby freeway (although as City points out, there would be a much shorter access to the freeway without using the extension of Sun Lakes Boulevard).

Petitioner is correct, of course, that the PEIR and the addendum do not analyze the cumulative impact of the Project and Sunset Crossroads. However, City argues that Petitioner has not shown that the changed circumstances compel the conclusion that the significant environmental effects will be different or more severe than those previously identified and that "major revisions" to the PEIR are necessary. The Project is smaller—about 30 percent smaller—than what was contemplated by the PEIR. Would the Project have cumulatively considerable incremental effects? CEQA Guidelines § 15130(a). If not, the effect is not so significant as to require a subsequent or supplemental EIR. Id. If other projects by themselves would have significant cumulative impacts—something that is highly likely true for Sunset Crossroads—that "does not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable." CEQA Guidelines § 15064(h)(4).

City asserts that it relied on SCAQMD methodology in concluding that if the project-specific impacts exceed SCAQMD's local and regional thresholds of significance, only then would the impact be cumulatively considerable. The City determined that the Project would comply with the Air Quality Management Plan, and would not exceed regional or local significance levels. AR 135-138, 224-226, 5861, 2760.

City also argues that the Sunset Crossroads project is too uncertain to constitute a change in circumstances that would require assessing the cumulative impact of the Project and Sunset Crossroads.

To the extent that it is certain, the Sunset Crossroads project if approved would involve far more land, a much larger construction, and a general plan amendment, a specific plan creating 19 distinct planning areas, a parcel map and vesting tract map, and a pre-annexation and development agreement. It would no doubt have far more significant environmental impacts than the Project. If other projects by themselves would have significant cumulative impacts—which seems clearly the case here—that is not substantial evidence that the proposed project's incremental effects are cumulatively considerable. CEQA Guidelines § 15064(h)(4). Accordingly, the Court concludes that substantial evidence supported the City's decision not to include cumulative impacts from the Project and Sunset Crossroads in the environmental documents for the Project and to prepare an addendum instead of a supplemental or subsequent EIR for the Project.

Substantial evidence supported the City's project approval findings. Petitioner argues that there is no guarantee that the office and retail space that is to serve as a buffer between the existing housing and the warehouse element of the Project will be built in time to serve as a buffer and may never be built. City found the tentative map and design review consistent with the general plan and the specific plan amendment.

"Courts will defer to an agency's decision on consistency with its own plan unless, on the basis of evidence before the decision-making body, a "reasonable person" could not have found the project to be consistent." Kostka & Zischke, Practice Under the CEQA (CEB 2023) § 12.33 citing The Highway 68 Coalition v County of Monterey (2017) 14 Cal.App.5th 883, 896 (a determination of consistency between a project and a "general plan can be reversed only if it is based on evidence from which no reasonable person could have reached the same conclusion"); Clover Valley Foundation v City of Rocklin (2011) 197 Cal.App.4th 200, 239 ("no reasonable person would have determined that the project was inconsistent with the general plan").

Notably, perfect conformity between a project and the general plan is not required, only compatibility

with the general plan's objectives and policies is needed. That determination is subject to a highly deferential standard of review. It is Petitioner's burden to establish inconsistency. California Native Plant Society v. City of Rancho Cordova (2009) 172 Cal.App.4th 603, 638. The Court will not substitute its judgment for the City's; the City's determination "comes to this court with a strong presumption of regularity." Ibid. This is because courts recognize that "the body which adopted the general plan policies in its legislative capacity has unique competence to interpret those policies when applying them in its adjudicatory capacity" and "the governmental agency must be allowed to weigh and balance the plan's policies when applying them." Naraghi Lakes Neighborhood Preservation Assn. v. City of Modesto (2016) 1 Cal.App.5th 9, 18-19.

City's conclusion that the Project is consistent with the general plan and specific plan amendment is supported by substantial evidence. The City found that the Project will not unreasonably interfere with use and enjoyment of neighboring properties because the warehouse is to be built up against the I-10 freeway and the railroad away from residences; it will back up against Sun Lakes Village Shopping Center buildings away from residences to the south and east; and the retail and offices uses will provide screening/buffering from these residential uses "in the future." AR 81 (emphasis added by Petitioner.) However, as argued by the City, there is nothing in its findings that required the retail and office elements (R&S District) would be built before or concurrently with the warehouse or would change the findings if the retail and office space were developed later. That an alternative condition could be proposed to address Petitioner's screening concerns—requiring the landscaping—and was adopted supports the City's finding. City could and did find that landscaping is a reasonable alternative for buffering to the construction of the office and retail space.

Project does not conflict with the noise element of the general plan. Petitioner argues that the Project approval authorizes heavy truck use on Sun Lakes Boulevard, which violates the noise element of the general plan because that street is not designated as a truck route. Program 4.A provides that other than traffic providing location-specific services and deliveries, construction and delivery trucks are limited to designated truck routes, which does not include Sun Lakes Boulevard. The City is within its discretion to interpret its general plan. Naraghi Lakes Neighborhood Preservation Assn. v. City of Modesto (2016) 1 Cal.App.5th 9, 18-19. Its determination is within that discretion.

For the foregoing reasons, the Petition is granted in part. Petitioner to prepare a proposed Writ and to

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circulate it in the manner required by Rule 3.1312 of the California Rules of Court.

Notice to be given by Clerk.
Minute entry completed.

SUPERIOR COURT OF CALIFORNIA, COUNTY OF RIVERSIDE

Historic Court House
4050 Main Street, Riverside, CA 92501

Case Number: CVRI2201482

Case Name: PASS ACTION GROUP vs CITY OF BANNING

GINETTA LORRAINE GIOVINCO
350 S. Grand Avenue, 37th Floor
Los Angeles, CA 90071

CERTIFICATE OF MAILING

I certify that I am currently employed by the Superior Court of California, County of Riverside, and that I am not a party to this action or proceeding. In my capacity, I am familiar with the practices and procedures used in connection with the mailing of correspondence. Such correspondence is deposited in the outgoing mail of the Superior Court. Outgoing mail is delivered to and mailed by the United States Postal Service, postage prepaid, the same day in the ordinary course of business. I certify that I served a copy of the foregoing notice on this date, by depositing said copy as stated above.

Notices Mailed: Ruling on Submitted Matter-Petition for Writ of Mandate/Complaint for Injunctive Relief

Dated: 03/15/2024

JASON B. GALKIN,
Court Executive Officer/Clerk of the Court

by: _____
E. Escobedo, Deputy Clerk

CW-CCM
(Rev. 08/24/17)

SUPERIOR COURT OF CALIFORNIA, COUNTY OF RIVERSIDE

Historic Court House
4050 Main Street, Riverside, CA 92501

Case Number: CVRI2201482

Case Name: PASS ACTION GROUP vs CITY OF BANNING

PAIGE HOPKINS GOSNEY
2010 Main Street, 8th Floor
Irvine, CA 92614

CERTIFICATE OF MAILING

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E. Escobedo, Deputy Clerk

CW-CCM
(Rev. 08/24/17)

SUPERIOR COURT OF CALIFORNIA, COUNTY OF RIVERSIDE

Historic Court House
4050 Main Street, Riverside, CA 92501

Case Number: CVRI2201482

Case Name: PASS ACTION GROUP vs CITY OF BANNING

GABRIEL M.B. ROSS
396 HAYES STREET
San Francisco, CA 94102

CERTIFICATE OF MAILING

I certify that I am currently employed by the Superior Court of California, County of Riverside, and that I am not a party to this action or proceeding. In my capacity, I am familiar with the practices and procedures used in connection with the mailing of correspondence. Such correspondence is deposited in the outgoing mail of the Superior Court. Outgoing mail is delivered to and mailed by the United States Postal Service, postage prepaid, the same day in the ordinary course of business. I certify that I served a copy of the foregoing notice on this date, by depositing said copy as stated above.

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by: _____
E. Escobedo, Deputy Clerk

CW-CCM
(Rev. 08/24/17)

Notice has been printed for the following Firm/Attorneys or Parties: CVRI2201482

ROSS, GABRIEL M.B.
396 HAYES STREET
San Francisco, CA 94102

GOSNEY, PAIGE HOPKINS
2010 Main Street, 8th Floor
Irvine, CA 92614

GIOVINCO, GINETTA LORRAINE
350 S. Grand Avenue, 37th Floor
Los Angeles, CA 90071

Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law
2010 Main Street, 8th Floor | Irvine, CA 92614-7214
Telephone: 949.553.1313 | Facsimile: 949.553.8354
www.allenmatkins.com

K. Erik Friess
E-mail: rfriess@allenmatkins.com
Direct Dial: 949.851.5478 File Number: 391960.00003/4858-2106-2609.7

Via Email/U.S. Mail

July 25, 2024

Honorable Mayor and City Councilmembers
City of Banning
Attn: Toni Calderon, City Clerk
99 E. Ramsey Street
Banning CA 92220

Re: Banning Point Project ("Project")

Honorable Mayor and City Councilmembers:

We represent Sun Lakes Highland, LLC ("SLH")[1], owner of the property comprising the Project. The above-referenced Banning Point Project involves the subdivision and development of an approximate 47.11 acre site located within the Sun Lakes Specific Plan area for a 619,959 sf industrial warehouse with 10,000 sf of associated office space and six commercial/retail buildings totaling approximately 34,000 sf. You are undoubtedly intimately familiar with the Project and its long and complex entitlement and litigation history.

As discussed in detail below, it is clear that two City Councilmembers, Flynn and Happe, are biased against SLH and the Project, and must recuse themselves from all future City Council hearings on the Project. Either one of their involvement in future City Council hearings will deprive SLH of its constitutional right to due process. Further, Councilmember Flynn misled the City, other City Councilmembers and SLH by lying about her involvement in a July 3, 2024 Pass Action Group ("PAG") meeting. At the July 9 City Council hearing, Councilmember Flynn asserted that while she had attended the July 3 PAG meeting, she was " an observer only". However, as discussed below, Councilmember Flynn clearly advocated her opposition to the Project at this PAG meeting, further tainting the City Council's decision and process on the Project.

If either Councilmember Flynn or Happe refuse to recuse themselves, the City will be exposed to liability and significant damages, in excess of $25 million, and in addition, SLH's legal fees, under Section 1983 of the Federal Civil Rights Act. Therefore, SLH hereby requests that both Councilmembers recuse themselves from all future hearings on the Project.

[1] MIG and LGE acted as consultants for SLH, and were the applicants on the various entitlement applications, but neither entity has an ownership interest in the Project property.

Also, as is clear from all of the documentation of the administrative record, the Project is in conformity with the General Plan, Specific Plan and Zoning Code, and the City cannot legally make the findings necessary to deny the Project's Design Review application. The fact that the City had to continue the public hearing on the Project, due to the paucity of substantial evidence, to try to gin up evidence and findings to support a denial of the Design Review application, provides further proof of the Project's consistency with all City rules and regulations. The Project will provide tremendous public benefits to the City, its residents and the region, SLH requests that the remaining City Councilmembers deny the PAG appeal of the Planning Commission approval of the Project, and approve the Project entitlements at the Project's next City Council hearing.

1. Summary

On July 9, 2024, concerning Agenda Item 7.1, the City Council voted 3-2 to direct staff to prepare resolutions and findings for consideration at a future City Council hearing regarding the granting of the appeal of PAG, regarding the denial of Design Review No. 21-7008 and the accompanying CEQA Addendum to the Sun Lakes Specific Plan EIR (Amendment No. 5) (collectively, "Denial"). Councilmembers Flynn, Minjares and Happe voted in favor of the Denial and Mayor Sanchez and Councilmember Wallace were opposed. The Council also voted 5-0 to direct staff to prepare findings and a resolution solely for approval of the Project's Tentative Parcel Map No. 38164. The final hearing on the Project entitlements and associated resolutions has not yet occurred but it is presently anticipated for August 27, 2024.

The purpose of this letter is to bring to your attention new information concerning statements made and actions taken by Councilmembers Flynn and Happe that demonstrate an "unacceptable probability" of their respective predisposition and bias against the Project such that they could not – and cannot – act as "reasonably impartial, non-involved reviewer[s]" of the Project. (*Nasha v. City of Los Angeles* (2004) 125 Cal.App.4th 470, 484.) The effect of Councilmember Flynn's biased participation in the July 9 hearing was to deprive SLH of its fundamental right to a fair hearing and, among other things, violate SLH's procedural and substantive due process rights under the Fourteenth Amendment to the U.S. Constitution and the federal Civil Rights Act set forth in 42 U.S.C. section 1983. The pre-hearing statements and actions of Councilmember Flynn and the post-hearing statements made by these two Councilmembers unquestionably establish the existence of a predisposition, commitment and bias against the Project that tainted the July 9 hearing and, if these Councilmembers are allowed to continue to participate, would further taint all future hearings on the Project. Finally, the facts identified by Councilmembers Flynn, Happe, and Minjares to justify the proposed resolution of Denial are woefully inadequate and fall far short of the thresholds necessary to support denial of the Project and to withstand future legal scrutiny.

As outlined more fully below, if allowed to stand, the City's actions in permitting Councilmember Flynn to participate in the July 9 hearing, and if Councilmembers Flynn and Happe do not recuse themselves and choose to consider and vote on the Project entitlements in any future

hearing, will expose the City to significant monetary and other liability, including damages in excess of $25,000,000 as well as the responsibility for all of SLH's attorneys' fees and costs incurred in connection with any resulting litigation. SLH demands that the City (i) vacate and set aside all action taken and direction given by the City Council to staff regarding the Denial, including the direction to have staff prepare a resolution for Denial of the Design Review component of the Project entitlements; and (ii) approve the Project after a City Council hearing, without the participation of Councilmembers Flynn and Happe. These steps are necessary to ensure that the City Council hearing on the Project entitlements is not tainted by bias caused by the improper participation of Councilmembers Flynn and Happe in the proceedings.

In the event that the City refuses this demand and declines to conduct a new, fair, and unbiased hearing on the Project consistent with California law, including Judge Hopp's March 13, 2024, order on PAG's bias and fair-hearing claims regarding the 2022 approval of the Project, as well as SLH's substantive and procedural due process rights under the state and federal constitutions, SLH will have no choice but to proceed with litigation against the City. Please be advised that SLH will assert all available claims, both legal and equitable, and take all actions necessary to protect, preserve, and vindicate SLH's ownership and development rights in the Banning Point property and the Project. SLH strongly urges the City to consider its next steps carefully.

2. California Law Require Local Governments to Hold Fair Hearings, Without the Participation of Biased Decisionmakers; Failure to Do So is a Constitutional Violation and Requires the Biased Decision Makers to Recuse Themselves

A. Trial Court Decision

As outlined in the trial court's March 15, 2024, decision,

> "'[Q]uasi-judicial' or 'administrative' hearings are subject to the fair process requirements of Code of Civil Procedure section 1094.5(b) and, when a vested property or liberty interest is implicated, to the due process requirements of both the federal and state constitutions." (The California Municipal Law Handbook (Cal. CEB 2023) § 2.56 citing *Today's Fresh Start, Inc. v Los Angeles County Office of Education* (2013) 57 Cal.4th 197, 212.) "The decision-maker must be fair and impartial." (*Id*. citing, *Woody's Group, Inc. v. City of Newport Beach* (2015) 233 Cal.App.4th 1012, 1027 [invalidated city council decision on appeal of land use application when council member appealing planning commission decision showed bias and violated local procedures]; *Golden Day Schools v. Dept. of Education* (2000) 83 Cal.App.4th 695, 709 ["initial decision-maker may not sit

> on review board"].) "Fair process and due process require both actual fairness and the appearance of fairness." (*Id.*, citing *Nightlife Partners, Ltd. v. City of Beverly Hills* (2003) 108 Cal.App.4th 81, 94 ["due process violation when lawyer, advocate for defendant city, later acted as advisor to the judge of administrative appeal").

The City is undoubtedly familiar with these principles and laws given the trial court's recent determination that former Councilmember Hamlin (even though she voted against the Project) was improperly biased in favor of the Project at the time of its approval in 2022. The fact that the City Council, at its July 9 hearing, would repeat a similar mistake, and allow the biased participation of Councilmember Flynn, whose conduct was and is far more egregious than the conduct of Councilmember Hamlin, is incredible and defies both reason and logic.

B. Pre-hearing Comments Can Constitute Evidence of Bias

Numerous reported decisions have reinforced the long-standing rule that decisionmakers must be unbiased, and that evidence of bias need not only be found based upon a decisionmaker's conduct at the hearing itself.

As discussed in *Nightlife Partners*: "**Comments made by an agency member before hearing may constitute evidence of an unacceptable probability of actual bias such that the member could not act as a 'reasonably impartial, non-involved reviewer**.'" (*Id.*, citing *Nasha v. City of Los Angeles* (2004) 125 Cal.App.4th 470, 484 [emphasis added] [unacceptable probability of bias shown where a decisionmaker "advocate[s] a position" for or against a project].) Further, "[a] personal interest or involvement in the outcome of a matter, or with any participant, that is unrelated to the merits requires disqualification." (The California Municipal Law Handbook (Cal. CEB 2023) § 2.167; see *Mennig v. City Council* (1978) 86 Cal.App.3d 341, 351.) While decisionmakers can hold strong feelings about issues or specific projects, "**[t]he decisionmaker's actions, however, must not 'cross the line into advocacy' for or against a project.**" (*Id.* [emphasis added], citing *Petrovich Development Co., LLC v. City of Sacramento* (2020) 48 Cal.App.5th 963, 974.) Also, there is no requirement of demonstrating actual bias**; "it is sufficient to invalidate a decision if 'an unacceptable probability of actual bias' by the municipal decision-maker is established.**" (*Id.*, citing *Woody's Group, supra*, 233 Cal.App.4th at p. 1022 [emphasis added].) As will be discussed below, Councilmember Flynn's actions clearly and unequivocally demonstrate bias.

C. Participation by a Biased Decisionmaker Invalidates the Decision

Even though three City Councilmember votes would be needed to approve the Denial, meaning that Councilmember Flynn and Happe themselves could not, and cannot, approve the Denial, any decision of the City Council including their participation would be tainted, resulting in invalidation of any action the City Council would take if they participate. "[T]he prehearing bias of one [decision-maker is] enough, by itself, to invalidate [that agency's] decision." (*Woody's Group,*

supra, 233 Cal.App.4th at p. 1016.) Where a decision-maker demonstrates an unacceptable probability of bias, the court **must** set aside the agency's decision even if the ultimate outcome would have been the same without the biased decision-maker's participation. (See, e.g., *Nasha, supra*, 125 Cal.App.4th at pp. 478, 484 [invalidating 3-1 planning commission decision denying project approval where only one commissioner was biased); *Woody's Group*, *supra*, 233 Cal.App.4th at pp. 1019, 1031-32 [invalidating 4-1 decision denying project approval where only one city council member was biased]; *Petrovich, supra*, 48 Cal.App.5th at pp. 971, 976 [invalidating 7-2 decision denying project approval where only one city council member was biased].)

Thus, due to the bias of both Councilmembers Flynn and Happe, any decision of the City Council, if they participate in the decision, would be invalid, and as discussed below, would expose the City to liability under the Federal Civil Rights Act.

D. Participation of Biased Decisionmakers Violates an Applicant's Constitutional Right to Procedural Due Process, Resulting in Liability Under the Federal Civil Rights Act

The Fourteenth Amendment to the U.S. Constitution provides that "[n]o State shall ... deprive any person of life, liberty, or property, without due process of law...." SLH's ownership of the project property constitutes a protected property interest within the context of the Fifth Amendment of the U.S. Constitution and Article 1, sections 7 and 19 of the California Constitution, and compensation must be made for its taking or damaging by a public entity. (*Bd. of Regents of State Colleges v. Roth* (1972) 408 U.S. 564, 571-72.) Thus, SLH's rights in the property may not be infringed upon without constitutional rights of due process.

Although a decision-maker does not have to be completely indifferent to the general subject matter of the issue or project presented in order to be impartial (*Andrews v. Agricultural Labor Relations Bd*. (1981) 28 Cal.3d 781, 790, 171), "'[a]"fair trial in a fair tribunal is a basic requirement of due process...'" (*Bullock v. City and County of San Francisco* (1990) 221 Cal.App.3d 1072, 1091 [abrogated on unrelated grounds in *Griset v. Fair Pol. Pracs. Comm'n* (2001) 25 Cal.4th 688, 698]; Nasha, supra, 125 Cal.App.4th at pp. 482-483.) A biased decisionmaker is constitutionally unacceptable. (*Bullock, supra*.) "The right to a fair procedure includes the right to impartial adjudicators." (*Rosenblit v. Superior Court* (1991) 231 Cal.App.3d 1434, 1448.)

42 U.S.C. section 1983 is a statutory mechanism that allows for the recovery of damages by private citizens whose constitutionally protected civil rights and property interests are violated and/or unlawfully infringed upon by the government. If either Councilmember Flynn or Happe participate in future City Council hearings on the Project, the City, acting under the color of state law, will violate SLH's civil rights under the United States and California Constitutions, and 42

U.S.C. section 1983 by depriving SLH of its fundamental due-process right to a fair hearing before an unbiased decisionmaker. (*Galland v. City of Clovis* (2001) 24 Cal.4th 1003, 1031, 1034 ["[t]he Due Process Clause is intended to prevent government officials from abusing [their] power or employing it as an instrument of oppression"].)

As a result of the City's actions in allowing Councilmember Flynn to participate in the July 9 hearing despite the clear and unequivocal evidence of her pre-hearing bias and commitment to oppose the Project, and if Councilmembers Flynn or Happe participate in any future hearings on the Project, SLH has suffered and will continue to suffer significant monetary damages that, at present, are in excess of $25,000,000. Moreover, in the event that litigation becomes necessary, please be advised that SLH is and will be entitled to recover all of its reasonable attorneys' fees and costs incurred in connection with the claim for violation of its procedural and substantive due process rights. (See 42 U.S.C. section 1988.) SLH will exercise all available rights and pursue all available legal and equitable remedies in order to protect, preserve, and defend its rights guaranteed under the U.S. and California constitutions.

3. Councilmember Flynn's Pre-and Post-Hearing Actions Demonstrate Bias, Requiring Invalidation of the July 9 Denial, and Requiring Her to Recuse Herself From All Future Hearings on the Project

Councilmember Flynn, who is a resident of the neighboring Sun Lakes community and, as she has admitted, is a former longtime former volunteer PAG Board Member, Vice President, and co-chair of PAG's Legal/Environmental Impact Committee. As is clear, and as discussed below, she has consistently and vehemently opposed the Project, both before she was elected as a Councilmember and after she was elected.

A. Activities Before Elected to City Council

Councilmember Flynn vigorously opposed the original 2022 approval of the Project and appeared at numerous Planning Commission and other public hearings to register her opposition. In fact, Councilmember Flynn expressly campaigned for the City Council on the basis of not approving any new industrial facilities in the City and touted her involvement in the efforts to recall former Councilmember Hamlin, whom the trial court found to be biased in favor of the Project (despite her "no" vote). Councilmember Flynn signed the verification for the lawsuit filed by PAG against the City and SLH after the original 2022 approval of the Project entitlements, and has continued to act on behalf and in furtherance of PAG's efforts to undermine and oppose the Project since taking her seat on the City Council.

Councilmember Flynn was an active member of the PAG committee which was involved in the litigation. On January 24, 2022, PAG's lawyers submitted a 428-page letter to the City, appealing the City Planning Commission's approval of the Project. Ms. Flynn was cc'd on this letter. In March 2022, the City, PAG and SLH entered into a tolling agreement, tolling the statute

of limitations for PAG to file a lawsuit against the City and SLH. Ms. Flynn **signed this tolling agreement on behalf of PAG, listing her title as "Pass Action Board Member".** [2] Clearly, Councilmember Flynn was not acting as an unbiased mediator, but as one of the leaders of PAG.

B. Activities After Elected to City Council

Councilmember Flynn provided extensive pre-hearing statements at a July 3 PAG meeting which occurred before the July 9 City Council hearing, explaining how PAG members could oppose the Project. [3] She urged the PAG members to attend the July 9 meeting, she cajoled them to send letters to the City Council and she instructed the PAG members how to ensure that their comments were included as part of the record of proceedings.

For example, Flynn stated:

"I just wanted to comment on when you go to speak, uh, in January the City Council went to action minutes only, so if you go to speak and you do not send it in by email or by mail, whatever you want to send in, it will not be placed in the minutes and it will not be recorded. So you must also speak but also turn whatever you speak into a city clerk by 5 pm preferably the day before but you can get it in as late as 5 pm the day of and I just want to make sure everyone knows that because you'll go up there and speak and there will be no record of it other than a video that you would have to watch. No verbatim. Verbatim is no longer being used. It is action minutes it only records in the minutes what action was finally taken. The votes and what action was finally taken. The votes and what anyone says or even whether you're for or against something is not even recorded. **So be sure to send in your comments ahead of time** [emphasis added].

So, on the 9th, you should send in to make sure it gets to the City Clerk by the 8th but she should still accept them by 5 pm on the 9th. To the City Clerk. You must mail it to the City Clerk which is Caroline Patton. So its cpatton@banningca.gov.

Not only do I have an obligation to let people know where I stand, I have a duty to let people know where I stand. And so I am not going to recuse myself. [Emphasis added.] [Applause] **And I think I have a lot of valuable information to give, and that is why I'm not recusing myself. And I do not have to recuse myself**." [Emphasis added.]

During the July 9 hearing, Councilmember Flynn read from a pre-prepared list of questions and statements that, not coincidentally, were identical to and consistent with the claims and allegations raised by PAG in the underlying litigation. Councilmember Flynn went so far as to

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[2] Because both of these documents are City documents, they are not attached to this letter. SLH can provide copies of these documents to the City if so requested.

[3] This meeting was videotaped, and can be accessed here: https://www.youtube.com/watch?v=HExxFKyfSNE. The following discussion of Councilmember Flynn's actions at this meeting is based upon this video.

question SLH's representative, Josh Zemon, about a "rumor" that SLH had contributed $4,000,000 into a City "housing authority fund" in 2019 (years in advance of approval of the Project entitlements) that was the alleged basis for former Councilmember Hamlin's statements that the Project would generate an approximate equivalent amount of revenue for the City. The clear intent of this line of questioning – based upon admittedly nothing more than mere "rumor" and speculation – was to imply that SLH was improperly (and indirectly) attempting to "buy" councilmember votes for the project in advance of the 2022 hearing through the alleged housing-fund contributions. Although he had no responsibility or obligation to respond to such an unsupported inflammatory question, Mr. Zemon stated unequivocally that no such payment or donation had ever been made either by or on behalf of SLH. However, the damage caused by Councilmember Flynn's question and the associated implication was already done.

Finally, in a social media post following the hearing on July 9 *but before the pending final vote on the project entitlements*, Councilmember Flynn hailed the actions taken by the City Council as a "***step in the right direction***." (Emphasis added.) The outcome of her final vote on the Project is undoubtedly certain; evidence of her bias could not be clearer.

C. Councilmember Flynn Must Recuse Herself Due to the Overwhelming Evidence of Her Bias

SLH and its team were not aware of Councilmember Flynn's attendance at the July 3 PAG Board meeting or the biased statements that she made to the group indicating her clear predisposition and opposition to the Project. Nor was SLH aware of Councilmember Flynn's active efforts to solicit and encourage public opposition to the reapproval of the Project and to line up City Council votes in advance of the July 9 hearing on the Project. At the July 9 City Council hearing, Councilmember Flynn stated simply that she attended a PAG Board meeting simply "as an observer", but the irrefutable, publicly available video evidence makes clear that this statement was a lie. Such a bad faith disclosure is sufficient evidence of Councilmember Flynn's bias.

The statements made and actions taken by Councilmember Flynn at the July 3 PAG meeting prior to the July 9 initial hearing on the Project unquestionably show the existence of an unacceptable probability of bias. This "prehearing bias" is "enough by itself to invalidate" the City Council's action and direction at the July 9 hearing. (*Woody's Group*, *supra*, 233 Cal.App.4th at p. 1016.) In *Woody's Group*, the court disregarded a biased councilmember's "self-serving comment at the hearing" that he had no bias and concluded that he "should not have been part of the body hearing the appeal" at all. (233 Cal.App.4th at p. 1023.)

Here, Councilmember Flynn's comments at the hearing that her attendance at the July 3, PAG Board meeting was "as an observer only" are contradicted by the video itself and cannot cure her prehearing bias. Like the councilmember's statement in *Woody's Group*, whatever

Councilmember Flynn said or did at the City Council hearing cannot dispel the pre-hearing bias that legally prohibited her from appearing at the hearing in the first instance.

In *Petrovich Development Co., LLC v. City of Sacramento* (2020) 48 Cal.App.5th 963, the court found that a councilmember demonstrated a "prehearing commitment to" vote against a project where the councilmember was "counting – if not securing –votes" against it and stated he was "confident he had a majority" to deny the project. (*Petrovich, supra*, 48 Cal.App.5th at pp. 974-75.)

In *Nasha, supra,* the court found that a planning commissioner was biased due to his writing a newsletter, which attacked a project, before the planning commission held a hearing on the project. The court held that the mere preparation of this newsletter constituted bias, requiring the planning commissioner's recusal. *Nasha, supra,* 125 Cal.App.4th at p. 484.

Similar to the biased decisionmakers in *Petrovich* and *Nasha*, Councilmember Flynn engaged in a myriad of activities to thwart approval of the Project. She repeatedly publicly opposed the Project, engaged in behind-the-scenes advocacy and provided technical support to PAG members. She exhorted PAG members that "community pressure and peer group pressure… could change [the other Councilmembers'] minds…". clearly demonstrated her "prehearing commitment" to do everything possible to ensure the project's denial.

To that end, Councilmember Flynn's actions during the July 3 PAG Board meeting closely resembles the "coaching" of the project appellant by the biased councilmember in *Petrovich*. There, the councilmember texted the project appellant asking him "to put a few heads together to talk thru" the project; elements of the councilmember's "Talking points" related to the project also ended up in the appellant's presentation before the Council. (*Petrovich, supra*, 48 Cal.App.5th at pp. 974-76.) The appellate court endorsed the trial court's characterization of this evidence as showing the councilmember was "coaching [the project appellant] on how to prosecute the appeal." (*Id.* at p. 975.)

Here, as quoted above, Councilmember Flynn's pre-hearing statements at the July 3 PAG meeting advising, directing, and urging PAG members how to attend the July 9 meeting, send letters to the City Council (*except for Councilmember Flynn*), and ensure that their comments are included as part of the record of proceedings demonstrate that Councilmember Flynn was "coaching" the PAG Board and community members on how to oppose the project to the City Council.

Further, Councilmember Flynn's comments at the July 9 City Council hearing were clearly pre-prepared and corresponded directly with the unsuccessful claims and arguments asserted by PAG in the underlying litigation. The statements made by Councilmember Flynn and the PAG members show that they considered themselves a singular, cohesive team whose mission was to generate opposition to the Project. In fact, the PAG members expressly stated that Councilmember

Flynn was "***on our team***" in advising that no letters opposing the project need to be sent to her attention prior to the July 9 meeting – a statement that Flynn did not (and does not) contradict.

Further, to be clear, Councilmember Flynn attended the PAG meeting – **not** the Sun Lakes Community Master Association regular meeting or some other uninvolved community group. PAG is the Petitioner in the lawsuit against the City and SLH regarding the Project and is actively and vehemently opposed to the Project. The PAG website confirms that the group was formed for one singular purpose – to oppose the Project – and thus Councilmember Flynn's incitement and encouragement and advice to the members about how to ensure that their comments and concerns are timely and included in the record was clearly intended to generate as much opposition to the Project as possible.

> "The Pass Action Group was formed in late 2022 in ***opposition to a proposed warehouse being developed on Sun Lakes Blvd. in Banning, CA***…. We have banded together to oppose the construction ***this warehouse*** that will bring an unacceptable number of daily truck traffic, noise and all related pollution. Senior citizens are sensitive receptors to this pollution and the Pass Action Group is determined to protect all citizens from the inherent pitfalls of ***this project***."[4]

The PAG Mission Statement is even clearer:

> **"The fundamental mission and purpose of the Pass Action Group (PAG) is to prevent the development of the Banning Point Warehouse**. This mission will use all means necessary to preserve the quality of life and property values of those living in the general vicinity of the Banning Point project, especially the protected class of citizens currently living immediately adjacent to the planned project. This will be accomplished by the development and implementation of a multifaceted strategic plan constructed to ensure all reasonable and available public, political, and legal means necessary are undertaken."

In sum, like the councilmember in *Petrovich*, Councilmember Flynn "took affirmative steps to assist [opponents] of the [project]," acting as an "advocate, not a neutral and impartial decision maker, and should have recused [herself] from voting" at the hearing on July 9. (*Petrovich, supra*, 48 Cal.App.5th at p. 976.) Not only did she refuse to recuse herself **she was defiant** in her comments to the PAG members as to her unwillingness to do so. Councilmember Flynn's failure to recuse herself and her continued participation in the July 9 hearing on the Project, despite her clear and unequivocal pre-hearing bias against the Project, requires the City Council's actions to be set

[4] See https://passactiongroup.org/history-1.

aside. Given her obvious bias, Councilmember Flynn must recuse herself from all future City Council hearings on the Project.

4. Councilmember Happe's Public Statements Following the July 9 Hearing Clearly Indicate an Unacceptable Probability of Actual Bias Requiring His Recusal from all Future Hearings on the Project

Following the July 9 hearing, Councilmember Happe issued a lengthy statement on social media to his supporters in which he attempted to justify his prior vote to approve the Project in 2022 and subsequent vote directing staff to prepare resolutions for denial. Although the final vote on the Project entitlements remains pending and no final determination has been made or final vote been taken, Councilmember Happe made a number of misrepresentations and statements indicating his opposition to and feelings towards the Project. For example, Councilmember Happe's message included:

> "As I stated earlier, **the project has already had a negative impact on the neighborhood before it was even built, before even one truck rolled through the neighborhood, before one truck was unloaded**… [and] The harm is more tangible to people than mitigation efforts that will fall far short… While I believe the developers are sincere in wanting to create a valuable and quality project for the community, I cannot ignore the fact that the location of this project is landlocked by a retirement community an assisted living facility and a shopping center that they use on a daily basis by the local community. This conflict of land use goes against good sense and the vision for a livable city—a Blue Zone city, a most desirable city, a clean city. Unfortunately, there was no remedy for the council on the specifics of the plan without it being sent back to the drawing board… **I hope you can understand that given the second chance I could not support a project that is not in the best long term interest of our city**." (Emphasis added.)

As above, Councilmember Happe's statements demonstrate an unacceptable probability of "prehearing bias" that is "enough by itself to invalidate" the City Council's action and direction at the July 9 hearing. (*Woody's Group*, *supra*, 233 Cal.App.4th at p. 1016.)

5. The Facts Identified by the City Council During the July 9 Hearing to Support the Proposed Resolution of Denial of the Project Are Inadequate and Cannot Justify Denial of the Project

In addition to the foregoing, the factual bases articulated by Councilmembers Flynn, Happe, and Minjares in support of their request that City Staff prepare a resolution of denial of the Design Review component of the Project entitlements are patently insufficient and inadequate to support or

justify the denial action that is proposed to be taken. Despite nearly five hours of public presentations and testimony, Councilmembers Flynn, Happe, and Minjares struggled mightily to identify and provide facts to support the proposed denial of the Project, and, at one point, Councilmember Flynn exclaimed to the City Attorney that she could not reasonably be expected to identify the grounds for denial "on the spot" at the July 9 hearing. One of the reasons these Councilmembers likely struggled to marshal facts to support the Denial is that the Project is consistent with the General Plan, the Specific Plan and Zoning Code, and there has been no substantial evidence proffered which concludes otherwise.

Ultimately, Councilmembers Flynn, Happe, and Minjares directed staff to prepare a resolution of denial based upon the following "facts":

- The Project is inconsistent with the City's General Plan[5] because: (i) "the circulation element of their design sucks…"; (ii) "the project will not provide a nonpolluting industrial use and will not provide jobs for city residents" (literally the conclusory inverse of language included in July 9 proposed Resolution No. 2024-114, § 4(A)(2)); and (iii) the Project "does not protect residential neighborhoods from potentially significant sources of community noise";

- The Project will unreasonably interfere with the use and enjoyment of neighboring existing or future development and will not result in vehicular or pedestrian hazards[6] because "there are no protections for pedestrians or golf carts using Sun Lakes Boulevard and connecting it to the Project or the project to Sun Lakes"; and,

- The Project is incompatible with the character of the surrounding neighborhood[7] because: (i) "its proximity to sun lakes, its only 800 ft from residential"; (ii) the project site is "landlocked by residential"; and (iii) "the easterly parcel will not be provided with substantial screening and buffering of the residential and assisted living uses to the east of the building."

Where an administrative agency is required to make findings to support a quasi-judicial decision, the findings must "bridge the analytic gap between the raw evidence and ultimate decision." (*Topanga Assn. for a Scenic Community v. County of Los Angeles* (1974) 11 Cal.3d 506, 515; see also *Healing v. California Coastal Com.* (1994) 22 Cal.App.4th 1158, 1167.) The findings must be "sufficient both to enable the parties to determine whether and on what basis they should seek review and, in the event of review, to apprise a reviewing court of the basis for the [Council's] action." (*Id.*, at p. 514.) The facts identified by Councilmembers Flynn, Happe and Minjares fall far short of accomplishing this goal.

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5 See Mun. Code, § 17.56.050(A).
6 See Mun. Code, § 17.56.050(C).
7 See Mun. Code, § 17.56.050(D).

For example, with respect to the General Plan consistency findings, the City Council provided unfounded opinion –**not facts** – to support its determination, and whether a circulation plan "sucks" is not sufficient grounds for Project denial. Councilmember Minjares expressly stated at the City Council hearing that there were no facts to support inconsistency with the General Plan or Specific Plan or that would justify denial of the Project's tentative parcel map. The findings necessary to approve the Design Review are virtually identical to those required for approval of the tentative parcel map. Furthermore, with respect to unreasonable interference with the use and enjoyment of surrounding properties, Councilmembers Flynn, Happe, and Minjares completely disregarded and ignored the crosswalks, traffic light, and other improvements that the Project would be conditioned to construct as well as the internal golf cart pathway voluntarily proposed by SLH to connect the Sun Lakes community to the Sun Lakes Village commercial shopping center to the west of the Project site. SLH revised its circulation plan before the Project was originally approved at the request of PAG. Nonetheless, the Project's addendum extensively analyzed the Project's circulation impacts. Finally, the Project site is not landlocked by residential (e.g., the Sun Lakes Village commercial shopping center is a neighbor of the Project site), but the industrial component of the Project has been pushed back against the Interstate 10 freeway far away from the residential uses to the south and east and extensively buffered with landscaping and other screening measures to reduce impacts to adjacent uses.

Finally, to the extent that the City takes the position that the "general discussion" by Councilmembers Flynn, Happe, and Minjares of the Project's perceived impacts to the quality of life of the surrounding neighborhood and their disagreement with the ***existing, City-approved zoning for the site that expressly contemplates and allows for the exact uses proposed by the project***, that is not sufficient to justify the denial of Design Review. (See *Pacifica Corp. v. City of Camarillo* (1983) 149 Cal.App.3d 168, 179 ["Council debate … is not the equivalent of Topanga findings."].) Thus, "the evidence [does not] support the [proposed] findings" (*Healing*, *supra*, 22 Cal.App.4th at 1167), and the City Council failed to provide adequate facts to "bridge the analytic gap between the raw evidence and ultimate decision." (*Topanga, supra*, 11 Cal.3d at p. 515). **The bottom line is that City Staff, including the City Attorney, concluded that the Project recommended approval of the Project, and the City Council's attempt to now disregard the detailed and comprehensive analysis undertaken by City Staff is unsupportable.**

Conclusion

In sum, the City's actions in permitting Councilmember Flynn to participate in the hearing and to consider and vote on the Project entitlements effectively deprived SLH of its fundamental right to a fair hearing and, among other things, violated SLH's procedural- and substantive-due-process rights under the Fourteenth Amendment to the U.S. Constitution and the federal Civil Rights Act set forth in 42 U.S.C. section 1983. The pre-hearing statements and actions by Councilmember Flynn and the post-hearing statements made by both Councilmembers unquestionably establish the existence of their predisposition and bias against the Project, the effect

of which was to fatally taint the July 9 hearing and, if these Councilmembers are not forced to recuse themselves, would further taint all future hearings on the Project.

In addition, and notwithstanding the foregoing, the facts identified by the City Council to justify the proposed resolution of denial are woefully inadequate and fall far short of the threshold necessary to support denial of the project and withstand legal scrutiny. Councilmembers Flynn, Happe, and Minjares provided mere unfounded opinions – not facts or evidence – to support their opposition to the Project and ignored the multitude of Project-design features and improvements that refused and contradicted their unsupported opinions and beliefs that the Project would be inconsistent with and adversely impact the surrounding community.

For the reasons outlined above, if the actions taken at the July 9 hearing are allowed to stand, the City will be exposed to significant monetary and other liability, including damages in excess of $25,000,000 as well as the responsibility for all of SLH's attorneys' fees and costs incurred in connection with any resulting litigation. SLH demands that the City (i) vacate and set aside all action taken and direction given by the City Council to staff at the July 9 hearing regarding Agenda Item 7.1, including the direction to have staff prepare a resolution for denial of the Design Review component of the Project entitlements; and (ii) reschedule the Project for a new hearing at which the City Council will reconsider the Project entitlements without the participation of Councilmembers Flynn and Happe. These steps are critical to ensuring that the City Council's consideration of the Project entitlements is fair and not "tainted" by bias attributable to the improper participation of Councilmembers Flynn and Happe.

In the event that the City refuses this demand and declines to conduct a new, fair, and unbiased hearing on the project consistent with California law, including Judge Hopp's March 15, 2024, ruling as well as SLH's substantive-and procedural-due-process rights under the U.S. and California Constitutions, SLH will not hesitate to proceed with litigation against the City and take all actions necessary to protect, preserve, and vindicate SLH's ownership and development rights in the Banning Point property. It remains our sincere hope that such litigation and further adversarial proceedings will not be necessary.

Please contact me if you wish to discuss this matter in further detail.

Very truly yours,



K. Erik Friess

KEF

cc: Doug Schulze, City Manager
Serita Young, City Attorney
Emery Papp, Senior Planner

SHUTE, MIHALY & WEINBERGER LLP

396 HAYES STREET, SAN FRANCISCO, CA 94102
T: (415) 552-7272 F: (415) 552-5816
www.smwlaw.com

KEVIN P. BUNDY
Attorney
bundy@smwlaw.com

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Via Electronic Mail

Mayor Alberto Sanchez
Members of the City Council
City of Banning
99 E. Ramsey St.
Banning, CA 92220
E-Mail: CityCouncil@banningca.gov

Emery J. Papp
Senior Planner
Community Development Department
City of Banning
99 E. Ramsey St.
Banning, CA 92220
E-Mail: epapp@banningca.gov

Serita Young
City Attorney
City of Banning
99 E. Ramsey St.
Banning, CA 92220
E-Mail: syoung@rwglaw.com

Sandra Calderon
Development Project Coordinator
City of Banning
99 E. Ramsey Street
Banning, CA 92220
E-Mail: scalderon@banningca.gov

Re: Banning Point Project:
Response to Applicants' Litigation Threats and Discussion of Support for Findings of Denial for the Design Review and Tentative Parcel Map

Dear Mayor Sanchez, Councilmembers, Mr. Papp, Ms. Young, and Ms. Calderon:

As you know, this firm represents the Pass Action Group in matters related to the proposed Banning Point Project (the "Project"). This letter responds to certain arguments and assertions in a July 25, 2024 letter from the Project applicants' counsel threatening litigation against the City.[1]

The Applicants' Letter does not establish that the City Council must reconsider or set aside any action taken regarding the Project at its July 9, 2024 meeting due to the

[1] Letter from K. Erik Friess, Allen Matkins Leck Gamble Mallory & Natsis LLP, to Mayor and Members of the Banning City Council (July 25, 2024) ("Applicants' Letter").

alleged prehearing bias of certain Council members. Moreover, the Applicants' assertion that the City Council's actions could give rise to $25 million in liability for damages under federal civil rights law is unsupported and meritless. Finally, clearly established law and substantial evidence in the record support this Council's adoption of findings of denial for both design review and the tentative parcel map.

I. The Applicants' Litigation Threats Lack Merit.

A. The Applicants Have Not Shown that the Council's July 9 Decisions Must Be Set Aside.

1. Councilmember Happe Has Not Exhibited an Unacceptable Probability of Actual Bias Against the Project.

The Applicants' Letter takes issue with a social media post from Councilmember Happe wherein he summarized comments he made during the Council's July 9, 2024 meeting, after the public hearing on the Project had closed. The Applicants claim that this social media post demonstrates an unacceptable probability of bias requiring Councilmember Happe's recusal from any further action on the Project. The Applicants focus on two statements in particular:

> As I stated earlier, the project has already had a negative impact on the neighborhood before it was even built, before one truck rolled through the neighborhood, before one truck was unloaded.
>
> I hope you can understand that given the second chance I could not support a project that is not in the best long term interest of our city.[2]

Neither of these statements requires reconsideration of the Council's July 9 actions. The purpose of the rule against bias in quasi-judicial decisions is to prevent decision-makers from weighing the applicable facts and forming an opinion on a project *before the facts are presented in a formal hearing*. *See Petrovich Development Co., LLC v. City of Sacramento* (2020) 48 Cal.App.5th 963, 973 (decision maker must not have "prejudged the specific facts of the case"). Councilmember Happe's social media post simply summarized statements he made from the dais, *after the close of the public*

[2] Applicants' Letter at 11.

hearing on the Project, at the July 9 meeting ("As I stated earlier…"). The timing of these statements shows Councilmember Happe properly waited to form an opinion on the Project until he was presented with all the facts and testimony at the July 9 public hearing. His summarization of statements he made *after* the close of the public hearing does not establish *pre-hearing* bias.

Nor must Councilmember Happe now recuse himself from further action on the Project based on these social media statements. Again, Councilmember Happe reached a conclusion on July 9, *based on the law and the facts presented during the public hearing*, that City staff should be directed to return to the Council with draft findings of denial of the design review component of the Project. The public hearing on the Project is now closed and will not be reopened when the City Council meets again to consider the draft findings.[3] The Council will not be adducing any new or different facts about the Project when it meets again to consider the draft resolutions it directed staff to prepare. None of the cases cited in the Applicants' Letter provides any basis for an assertion that Councilmember Happe's *post-hearing* comments establish *pre-hearing* bias.

2. The Applicants' Letter Does Not Establish that the Council's July 9 Decisions Must Be Reconsidered Due to Councilmember Flynn's Participation.

The Applicants' Letter contends that the Council's July 9 decisions should be set aside or reconsidered based on Councilmember Flynn's participation. However, the letter cites no evidence that the Applicants objected to Councilmember Flynn's participation prior to the July 9 public hearing and discussion regarding the Project.

The Applicants certainly could have raised their objections prior to July 9. The Applicants' Letter complains of Councilmember Flynn's association with Pass Action Group years ago, prior to her election to the City Council, but the letter cites no evidence that the Applicants objected to Councilmember Flynn's participation on July 9 prior to the agenda item being called or the close of the public hearing. Indeed, although the Applicants and their representatives spoke at length during the hearing, they never stated

[3] E-mail from Caroline Patton, Administrative City Clerk, to Kevin Bundy, Shute, Mihaly & Weinberger LLP (Aug. 13, 2024, 11:33 AM) ("The public hearing for the Project is closed and therefore will not be reopened or continued at a future meeting of the City Council.").

any objection to Councilmember Flynn's participation. Nor does it appear that the Applicants lodged any written objection to her participation in the July 9 hearing.[4] Any objection to Councilmember Flynn's participation on the basis of her past association with Pass Action Group is therefore arguably waived.

The Applicants' Letter also discusses Councilmember Flynn's attendance at a Pass Action Group meeting on July 3, 2024, that was open to the Sun Lakes community and the public at large.[5] But the Applicants have not shown that Councilmember Flynn's statements during the Pass Action Group meeting clearly established an unacceptable risk of prehearing bias. Bias and prejudice are "never implied," but must be shown through "concrete facts" and "clear averments." *Petrovich*, 48 Cal.App.5th at 973. The statements quoted in the Applicants' Letter fall short of this standard. Indeed, the statements show only that Councilmember Flynn provided information about *how* to engage in the City's public process (for example, by submitting comments in writing in addition to speaking), not information about *what* members of the public should say. Unlike the substantive "talking points" prepared for project opponents by the council member in *Petrovich* (*see id.* at 975), or the statements and posts from former Councilmember Hamlin cited in the

[4] Publicly available responses to a Public Records Act request for "copies of all comments submitted for the 7/9/24 public hearing on the Banning Point project," which includes the documents attached to the City Council's minutes for the meeting, do not contain any such objection. *See* City of Banning Public Records Requests, Request 24-299 (July 12, 2024), at https://city-of-banning.nextrequest.com/requests/24-299 (accessed August 27, 2024); City of Banning, City Council Meeting Minutes – Regular Meeting – July 9, 2024, at https://portal.laserfiche.com/Portal/DocView.aspx?id=3638704&repo=r-edac489c (accessed August 27, 2024).

[5] This objection may have been waived as well. The letter claims that the Applicants and their "team" were "not aware" of Councilmember Flynn's attendance at the meeting, but the letter does not clearly state *when* the Applicants *did* become aware of her attendance. *See* Applicants' Letter at 8. The YouTube video of the July 3 meeting discussed in the Applicants' Letter was posted that same day—six days before the Council's July 9 meeting. The Applicants' Letter thus does not conclusively establish that an objection could not have been raised, with an exercise of due diligence, before the July 9 meeting.

Applicants' Letter, Councilmember Flynn's comments did not provide "coaching" on specific points to raise in opposition to the Project.[6]

For all of these reasons, the Applicants' Letter does not establish that the Council must revisit the actions taken on July 9. Nor does the letter provide a sound basis for its demand that Councilmembers Happe and Flynn recuse themselves from consideration of *post-hearing* draft findings of denial for the Project at a future Council meeting.

B. Even if the Applicants Could Establish Bias, There Is No Basis for the Applicants' Threat to Seek $25 Million in Damages.

The Applicants' Letter is a blatant—but baseless—attempt at intimidation. The Applicants threaten to sue the City under federal civil rights law (42 U.S.C. § 1983, or "Section 1983") for damages in excess of $25 million. They assert that the participation of Councilmembers Flynn and Happe in a future Council meeting on the Project would deprive them of their "property" without "due process of law."

But even if Applicants were somehow able to show disqualifying bias with respect to one or both councilmembers—which they have not shown—they would not be able to state a valid claim for monetary damages under Section 1983. Under clearly established case law, *Applicants have no protected property interest in approval of their development application by the City Council*. Their threatened claim for $25 million in damages under Section 183 is thus without any legal support.

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[6] Other objections raised in the Applicants' Letter similarly lack merit. For example, the letter claims Councilmember Flynn was "defiant" in stating that she would not recuse herself from participating in the hearing. Applicants' Letter at 10. On the contrary, Councilmember Flynn simply conveyed her own conclusion that she did not have to recuse herself, citing advice she sought from the Fair Political Practices Commission and Supreme Court case law regarding statements made prior to an official's election. The Applicants' Letter also complains that a member of the public attending the meeting described Councilmember Flynn as "on our team." *Id.* at 9-10. But the letter identifies no authority for treating pre-hearing statements *by other people* as sufficient to establish an elected official's bias. Finally, the letter accuses Councilmember Flynn of "efforts . . . to line up City Council votes in advance of the July 9 hearing" (*id.* at 8), but fails to cite any facts supporting this accusation.

Section 1983 authorizes suits against public agencies who have deprived a person or entity of a right secured by the United States Constitution or a federal statute. This includes the Fourteenth Amendment of the U.S. Constitution, which prohibits the deprivation of "life, liberty, or property, without due process of law." Where, as here, a plaintiff asserts a public agency has deprived them of property without due process of law, the first inquiry made by a court is "whether the plaintiff has been deprived of a protected interest in 'property.'" *K.W. ex rel. D.W. v. Armstrong* (9th Cir. 2015) 789 F.3d 962, 972 (quotations omitted).

Even if the Applicants could show that the July 9 public hearing on the Project was tainted by a decision maker's bias—which, as discussed above, they have not shown—this would not automatically establish a valid claim for damages. Both federal and California courts have consistently held that an unfair hearing, by itself, does not create a valid claim under Section § 1983. *See, e.g., Shanks v. Dressel* (9th Cir. 2008) 540 F.3d 1082, 1092 ("Absent a substantive property interest in the outcome of procedure, [a project applicant] is not constitutionally entitled to insist on compliance with the procedure itself"); *Clark v. City of Hermosa Beach* (1996) 48 Cal.App.4th 1152, 1178 ("A state law requirement that a public entity conduct hearings in a fair manner does not automatically implicate the federal due process clause … if no [protected property] interest is involved, then the procedural protections of the due process clause do not come into play").

Crucially, the relevant "property" interest here is not the Applicants' ownership of the land where they would like to build the Project. *See* Applicants' Letter at 5. Rather, the relevant "property" interest Applicants must demonstrate is *an interest in approval of the development application* that is protected by the Fourteenth Amendment. The Applicants' Letter does not even attempt to demonstrate such an interest here.

Federal courts have developed a sizeable body of case law addressing whether a project applicant has a "protected" property interest in a development application. An applicant has a property interest protected by the Fourteenth Amendment *only* where: (1) applicable law (for example, a state statute or a local ordinance) significantly restricts the discretion of the local agency by delineating a set of criteria that, if satisfied, *requires* the agency to approve the application; and (2) the applicant satisfies all criteria required to obtain approval. *Jacobson v. Hanniffin* (9th Cir. 1980) 627 F.2d 177, 180; *Groten v. California* (9th Cir. 2001) 251 F.3d 844, 850; *Bateson v. Geisse* (9th Cir. 1988) 857 F.2d 1300, 1305; *Thornton v. City of St. Helena* (9th Cir. 2005) 425 F.3d 1157, 1164-65. Here,

the Applicants cannot satisfy either requirement because the City has broad discretion in reviewing the Applicants' request for approval of a tentative parcel map and design review. *See Thornton*, 425 F.3d at 1165 (protected property interest arises only where criteria for approval of application do not "involve the exercise of discretion by the reviewing body").

Neither state law nor the Banning Municipal Code *requires* the City to approve a tentative parcel map application if certain standards are met. Rather, the findings required for approval of a tentative parcel map under state law are highly discretionary. California Subdivision Map Act and the Development Process (2d ed. Cal. CEB 2023) §9.1 ("Although guidelines in the Subdivision Map Act describe grounds for approval and denial of the tentative map, the local agency has considerable discretion in making that decision."); *see also generally* Gov. Code §§ 66473.5, 66474; Banning Mun. Code ch. 16.08. For example, in order to approve a tentative parcel map, the City Council must find the map and the design and improvement of the subdivision proposed therein consistent with the City's General Plan. *See* Gov. Code § 66474(a), (b). Cities have especially broad discretion in making findings "regarding general plan policies, which reflect competing interests." *Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, 1192.

Similarly, the Municipal Code grants the City very broad discretion in determining whether to approve a design review application. Municipal Code section 17.56.050 requires the City to "determine that the project adequately meets adopted City performance standards and design guidelines" prior to making a determination, based upon four findings: (1) the proposed project is consistent with the General Plan; (2) the proposed project is consistent with the Zoning Ordinance, including the development standards and guidelines for the district in which it is located; (3) the design and layout of the proposed project will not unreasonably interfere with the use and enjoyment of neighboring existing or future development, and will not result in vehicular and/or pedestrian hazards; and (4) the design of the proposed project is compatible with the character of the surrounding neighborhood. California courts have consistently held that such ordinances convey broad discretion to deny a project due to incompatibility with surrounding uses, even if the project is allowable under a parcel's land use designation. *See, e.g.*, *Wesley Inv. Co. v. County of Alameda* (1984) 151 Cal.App.3d 672, 678.

In sum, the Applicants' arguments gravely misstate the law governing claims brought under Section 1983. The Applicants' ownership of the project site does not create

a cognizable claim under Section 1983, and denial of the Project will not "deprive" the Applicants of their ownership interest in the property itself. Nor do the Applicants have any constitutionally protected property interest in approval of their development application.[7] If the City denies the Project, the Applicants will not have a valid claim for monetary damages under Section 1983, even if they could somehow demonstrate pre-hearing bias on the part of Councilmembers Flynn and Happe. The City should not allow the Applicants' baseless threats to affect its decision-making.

II. The City Council Should Adopt Findings of Denial for Both Design Review and the Tentative Parcel Map.

A. The City Has Broad Discretion in Determining Whether the Project Is Consistent with the General Plan, Specific Plan, and Municipal Code.

In order to approve the Project, the City Council must find both the tentative parcel map and the design review consistent with the City's General Plan, the Sun Lakes Village North Specific Plan, and the zoning ordinance. Conversely, the Council cannot

[7] Cases cited in the Applicants' Letter (at 5-6) provide no support for a Section 1983 claim. The letter cites *Board of Regents of State Colleges v. Roth* (1972) 408 U.S. 564, 571-72, for the proposition that "compensation must be made" for the "taking or damaging" of private property under the United States and California Constitutions. *Roth*, however, had nothing to do with the taking or damaging of private property under either constitution. Rather, the Supreme Court in *Roth* rejected a Wisconsin State University professor's claim that his termination without a hearing following expiration of his one-year teaching contract violated his liberty interests. *Id.* at 569. *Roth* is inapposite here. If anything, *Roth* confirms that the range of "liberty" and "property" interests protected by the Due Process Clause "is not infinite." *Id.* at 570. Similarly, neither *Galland v. City of Clovis* (2001) 24 Cal.4th 1003 (considering whether unreasonable costs imposed on mobile home park landlords seeking rent increases may violate due process) nor *Bullock v. City and County of San Francisco* (1990) 221 Cal.App.3d 1072 (considering claims related to rezoning and conversion of an existing residential hotel) addressed whether a development application gives rise to a constitutionally protected property interest for purposes of Section 1983. And *Rosenblit v. Superior Court* (1991) 231 Cal.App.3d 1434, which concerned a doctor's challenge to a hospital's suspension of his clinical privileges, did not discuss Section 1983 at all.

approve the tentative parcel map or design review if it finds any inconsistency between the Project and the General Plan, Specific Plan, or zoning ordinance.

The Council has wide latitude to adopt findings of denial based on such inconsistencies. Courts accord "great deference" to a local agency's determination of general plan or specific plan consistency "because the body which adopted the general plan policies in its legislative capacity has unique competence to interpret those policies when applying them in its adjudicatory capacity." *Save Our Peninsula Comm. v Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 142. Courts will not "micromanage" consistency determinations, but rather will look only to whether officials considered applicable policies, made appropriate findings, and supported those findings with substantial evidence. *Sequoyah Hills Homeowners Ass'n v City of Oakland* (1993) 23 Cal.App.4th 704, 719. As discussed below, findings of denial are readily supportable here.

This rule, however, also has a corollary: the City Council lacks discretion to disregard or balance away General Plan policies that are fundamental, mandatory and clear. *See, e.g.*, *Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 782-83; *Families Unafraid to Uphold Rural El Dorado County v. Board of Supervisors* (1998) 62 Cal.App.4th 1332, 1341-42. Nearly all of the General Plan policies discussed below are phrased in mandatory terms, using the word "shall" to direct City decision-making. Where the Project conflicts with such mandatory policies, the Council *must* adopt findings of denial.

B. The Law and the Evidence in the Record Support Findings of Denial for the Design Review.

The City has broad discretion under its design review ordinance to find that the Banning Point Project is inappropriately sited and incompatible with the surrounding neighborhood. Banning Mun. Code § 17.56.050. Even where a use is permitted under local general plan and zoning regulations, but subject to local development review, "the local agency has the power to determine that a particular development is not suitable for a particular location and to deny an application on such basis." 1 Longtin's California Land Use § 3.25[2], p. 270. "The fact that the site in question is in a zone where a [use] *may* be lawfully maintained does not diminish the [local government's] power to determine that a particular development is not suitable for that location." *Wesley Inv. Co. v. County of Alameda* (1984) 151 Cal.App.3d 672, 678 (italics in original).

Judicial review of a discretionary design review denial is highly deferential and "will be upheld as long as the denial substantially advances legitimate governmental interests and is supported by substantial evidence." *Breneric Associates v. City of Del Mar* (1998) 69 Cal.App.4th 166, 176. Public testimony regarding a project's incompatibility with surrounding uses constitutes substantial evidence to support a denial. *Id.* at 176-77 (noting that because a determination of "incompatibility with the neighborhood does not require expert testimony[,] the opinions and objections of neighbors can provide substantial evidence to support rejection of a proposed development."; *see also Ideal Boat & Camper Storage v. County of Alameda* (2012) 208 Cal.App.4th 301, 319-20 (holding county properly relied on public testimony in finding conflict between proposed project and initiative measure); *Linborg-Dahl Investors, Inc. v. City of Garden Grove* (1986) 179 Cal.App.3d 956, 962 (holding city council "properly relied on evidence generated by public testimony" in evaluating site plan review); *Wesley*, 151 Cal.App.3d at 679 (holding county did not abuse its discretion by crediting public testimony that proposed convenience store was inconsistent with "orderly, attractive, and harmonious development").

The Council can and should deny design review based on each of the four findings required by Municipal Code section 17.56.050.

1. The Project Is Inconsistent with the General Plan.

The City Council can—and should—find the Project inconsistent with the General Plan on numerous grounds.[8]

a. Community Development Element

The Project is inconsistent with several goals and policies in the General Plan's Community Development Element. The element's overall goal is "[a] balanced, well

[8] Some of the grounds for denial discussed herein were raised by Council members at the July 9 hearing. However, in preparing proposed findings, staff is not limited to the specific grounds or supporting facts identified by Council members. As with staff's proposed findings of approval presented on July 9—which staff prepared independently of Council direction—staff's proposed findings of denial should address all grounds on which the Project does not satisfy the Municipal Code's findings requirements and all supporting facts in the record.

planned community including businesses which provides a functional pattern of land uses and enhances the quality of life for all Banning residents." General Plan at III-12.[9] Policy 3 requires that "[d]evelopment in all land use categories shall be of the highest quality." *Id.* at III-13. Policy 5 mandates that "[a]ll land use proposals shall be consistent with the goals, policies, and programs of this General Plan, and with the Zoning Ordinance." *Ibid.*

In addition, the goal of the Community Development Element's industrial land use provisions is "[a] balanced mix of *non-polluting industrial land uses* which provide local jobs for the City's residents." *Id.* at III-19 (italics added). Industrial Policy 7 provides that "[t]he land use map shall include sufficient industrial lands for manufacturing, warehousing and distribution, *while carefully considering compatibility with adjacent lands*." Id. at III-20 (italics added).

Facts in the record support findings of inconsistency with these goals and policies. As Councilmember Minjares pointed out during the July 9 meeting, public testimony and other evidence presented at the public hearing indicate that the Project undermines the Community Development Element's most fundamental goal: enhancing quality of life for all Banning residents. The Council also should find that the Project is not "of the highest quality," and therefore is inconsistent with Policy 3, because it lacks features necessary to protect nearby residents and surrounding uses from adverse impacts.

Moreover, the Council should find the Project inconsistent with the Community Development Element's industrial land use goals and policies. The Project is not a "non-polluting" land use, and thus contravenes a fundamental General Plan goal. Moreover, the Project does not advance Industrial Policy 7, which requires careful consideration of compatibility with adjacent lands. As multiple Councilmembers stated during the July 9 meeting—and as supported by ample testimony from neighboring residents and others—the Project is starkly incompatible with adjacent residential and health care-oriented land uses.

[9] Citations to the "General Plan" are to City of Banning, General Plan (Jan. 31, 2006), at https://www.banningca.gov/803/Planning-Resource-Documents (accessed Aug. 26, 2024).

b. Circulation Element

The Council should find the Project inconsistent with the General Plan's Circulation Element. The overall goal of the Circulation Element is "[a] safe and efficient transportation system." Revised Circulation Element at III-16.[10] Councilmembers and community members alike pointed out that the Project will have unacceptable on-site and off-site circulation impacts. On site, trucks will create safety hazards for pedestrians and golf carts accessing the existing Sun Lakes Village shopping center from the south via Sun Lakes Village Drive. Off site, Project trucks will create and exacerbate hazards on City roadways. Numerous residents testified and commented on safety concerns related to additional large trucks on Highland Springs Avenue and the I-10 interchange. Councilmembers and members of the public also pointed out that trucks will likely park along Sun Lakes Boulevard and Highland Springs regardless of no-parking signage, creating additional circulation and other hazards. Finally, Councilmembers and members of the public recognized that the proposed Sunset Crossroads development is a significant change in circumstances, one that will combine with this Project to create new and as-yet-unstudied traffic and transportation hazards on Sun Lakes Boulevard following its extension to Sunset Avenue.

c. Noise Element

The Council should find the Project inconsistent with the General Plan's Noise Element.

The element's overall goal is "[a] noise environment that complements the community's residential character and its land uses." General Plan at V-54. Noise Policy 1 requires that "[t]he City shall protect noise sensitive land uses, including residential neighborhoods, schools, hospitals, libraries, churches, resorts and community open space, from potentially significant sources of community noise." *Ibid.* In furtherance of this policy, Noise Program 1.C mandates that "[t]he City *shall use the development review process to assure the use of buffers* between sensitive receptors and incompatible land uses." *Id.* at V-55 (italics added). And Noise Policy 8 specifies that "[t]he City *shall impose and integrate special design features* into proposed development that minimize

[10] Citations to the "Revised Circulation Element" are to City of Banning, General Plan Circulation Element, Res. No. 2013-34 (March 26, 2013), Exhibit A, at https://www.banningca.gov/DocumentCenter/View/4418 (accessed Aug. 26, 2024).

impacts associated with the operation of air conditioning and heating equipment, on- site traffic, and use of parking, loading and trash storage facilities." *Id.* at V-56 (italics added).

The Project is starkly inconsistent with these goals, policies, and programs. Truck-related noise associated with a warehouse does not "complement" the residential character of nearby neighborhoods. Nor do the current Project plans adequately protect nearby noise sensitive land uses—including The Lakes memory care facility and the Sun Lakes community—from noise. One key reason for this lack of protection is the absence of "buffers," which Noise Program 1.C affirmatively requires the City to "assure" through the development review process. There is no buffer at all between the truck circulation lane on the east side of the warehouse and the immediately adjacent residences and memory care facility. Nor does the Project contain any "special design features"—which Noise Policy 8 specifically requires—to minimize impacts on The Lakes of truck circulation on the east side of the warehouse.

The Project also provides an inadequate buffer, in terms of both distance and sound-attenuating features or structures, between truck loading/unloading activities on the south side of warehouse and residences across Sun Lakes Boulevard. As referenced in public comments and the appellant's presentation during the July 9 hearing, the Applicants' consultants modeled noise impacts south of the Project based on the presence of a 14-foot sound wall. The Project plans presented for design review, however, include only an eight-foot wrought-iron fence south of the docks on the warehouse's south side. Moreover, although the Applicants have claimed that retail and commercial buildings south of the warehouse will provide a screen and a buffer, there is no requirement in the Specific Plan or Project plans to build the retail buildings contemporaneously with the warehouse—or to build them at all. The Project thus lacks the buffers and special design features the Noise Element affirmatively requires.

The Project also conflicts with specific Noise Element provisions designed to minimize truck noise. Noise Policy 4 provides that "[t]he City shall maintain a General Plan Circulation Map and assure low levels of traffic within neighborhoods by assigning truck routes to major roadways only." General Plan at V-56. Under Noise Program 4.A, "[t]he City shall review designated primary truck routes and ensure they are clearly marked throughout the community. Except for traffic providing location-specific services and deliveries, construction trucks and delivery trucks shall be limited to designated truck routes, including: Ramsey Street, and those portions of Lincoln Street, Highland Springs

Avenue, Hathaway Street, Sunset Avenue, Eighth Street, San Gorgonio Avenue and Hargrave Street so designated." *Ibid.* Finally, Noise Program 4.B specifically mandates that "[t]he City shall discourage development projects that result in through-traffic in residential neighborhoods." *Ibid.*

The Project (alone and in combination with Sunset Crossroads) would violate these policies and programs. Sun Lakes Boulevard is not a designated truck route, which renders the Project inconsistent with Noise Policy 4 and Program 4.A. The Council should expressly find Noise Program 4.A's exception for "location-specific services and deliveries" inapplicable here; that exception should be interpreted as applying only to services and deliveries incidental to another land use. Land uses like warehouses, which are defined by and entirely dependent on truck traffic, should be located exclusively on truck routes.

The Project's conflict with Noise Program 4.B is even more stark. This aspect of the General Plan is specific and mandatory—the City "shall discourage" projects "that result in through-traffic in residential neighborhoods." The Banning Point Project is incompatible with Noise Program 4.B because it will result in through truck traffic along Sun Lakes Boulevard, through the heart of the Sun Lakes residential community, after Sun Lakes Boulevard is extended to Sunset. The Project also will contribute to cumulatively considerable truck through-traffic impacts along Sun Lakes Boulevard when combined with the closely related impacts of Sunset Crossroads. Design review can and should be denied on all of these grounds.

d. Wildland Fire Hazards Element

The Project also appears to lack the "Fire Protection Plan" required by the General Plan's Wildland Fire Hazards Element. The Project is located in a "High" fire threat zone. General Plan at V-64, Ex. V-10. Under Wildland Fire Hazards Program 3.C, "[t]he City shall adopt standard requirements for all development proposal in High Fire Hazard Areas, including requirements for the preparation of Fire Protection Plans prior to the approval of Tentative Tract Maps, Tentative Parcel Maps, or other land use permits." However, it does not appear that any document clearly designated as a "Fire Protection Plan" has been prepared for this Project.

For all of these reasons, the City Council can and should find the Project inconsistent with the General Plan.

2. The Project Is Inconsistent with the Specific Plan.

During the July 9 meeting, the City Attorney told the Council that in her view, the Project is consistent with the zoning ordinance. The City Attorney therefore did not try to elicit any facts from the Council to support a finding that the design review is inconsistent with the Specific Plan.[11] However, there are persuasive arguments in the record—supported by public testimony and other record evidence—that the Project *does* conflict with the Specific Plan.

According to an email from community member Kathleen Dale delivered to the Council on the morning of July 9, both the tentative parcel map and the proposed design of the Project conflict with the Specific Plan's land use map and semi-truck access provisions. The land use map in the Specific Plan depicts a "panhandle" as part of the Office & Professional District that extends southward along the east side of the Business & Warehouse District; this "panhandle" provides access from Sun Lakes Boulevard to the Office & Professional District, which would otherwise be landlocked. Specific Plan at 8 (Fig. 4). The tentative parcel map for the Project, however, depicts this "panhandle" as part of Parcel 2—the proposed *warehouse* parcel. The warehouse parcel thus occupies a portion of the Office & Professional District; moreover, by converting the "panhandle" to a semi-truck drive aisle, the Project would devote that portion of the Office & Professional District to warehousing uses. *Warehousing and distribution uses are expressly prohibited in the Office & Professional District.* Specific Plan at 12 (Table 1: Allowable Land Uses). The subdivision design shown on the tentative parcel map is thus inconsistent with the land use categories in the Specific Plan and the zoning ordinance.

Use of this "panhandle" for semi-truck access conflicts with other Specific Plan provisions as well. Again, according to the tentative parcel map and the design review plans, trucks will use the roadway along the east side of the warehouse to access truck loading and unloading bays on the north side of the warehouse. Under the Specific Plan, however, semi-truck access is limited to the Business & Warehouse District, and is provided only via Sun Lakes Village Drive. Specific Plan at 13 (§ 2.2.1), 14 (Fig. 5), 15-16 (§ 2.2.6). The Specific Plan also prohibits semi-truck traffic (other than for incidental

[11] Citations to the "Specific Plan" are to the Sun Lakes Village North Specific Plan Amendment No. 5, adopted pursuant to Resolution No. 2020-141 (Dec. 8, 2020), *available at* https://banningca.gov/documentcenter/view/10498 (accessed Aug. 29, 2024).

deliveries) in the Office & Professional District, which includes the "panhandle" along the east side of the warehouse.[12]

Ms. Dale cites additional inconsistencies with Specific Plan provisions requiring that the plan's three land use districts be connected by pedestrian links integrated with stormwater management features. *See* Specific Plan at 15, 20 (§§ 2.2.5, 3.2.1). As Ms. Dale points out, neither the tentative parcel map nor the design review plans provide the required pedestrian links.[13]

Accordingly, the City Council can and should find that both the design review and the tentative parcel map are inconsistent with the Specific Plan.

3. The Design and Layout of the Project Will Unreasonably Interfere with the Use and Enjoyment of Neighboring Development and Will Create Pedestrian and Vehicular Hazards.

As discussed above, even if the Project were consistent with the General Plan and Specific Plan—which it is not—the City Council would still have broad discretion to deny design review for the Project based on its interference with neighboring uses and its creation of pedestrian and vehicular hazards. *See Wesley Inv. Co.*, 151 Cal.App.3d at 678.

Councilmembers pointed out that the Project contains inadequate protections for pedestrians and golf carts, that increased truck traffic will interfere with enjoyment of the neighborhood, and that the cumulative impacts of this Project in combination with the impacts of Sunset Crossroads will be substantial. Community members also provided extensive written and oral testimony regarding dangerous interactions with trucks and the lack of enforcement of truck parking restrictions along Highland Springs, the Project's exacerbation of already intolerable traffic by adding more trucks to the roadway, and threats to health and safety caused by longer emergency response times and increased air pollution. Any or all of these facts would be sufficient to support a finding that the

[12] The Specific Plan contemplates only *passenger vehicle* access to the Business & Warehouse District using the Office & Professional District driveway entrance from Sun Lakes Boulevard. Specific Plan at 13-16 (§§ 2.2.2, 2.2.6).
[13] Ms. Dale cited additional points of inconsistency between the Project and the Specific Plan in an email dated July 8, 2024 (forwarding prior comments to the City Council).

Project will unreasonably interfere with the use and enjoyment of neighboring development and create pedestrian and vehicular hazards.

4. The Design of the Project is Incompatible with the Character of the Surrounding Neighborhood.

This last finding conveys perhaps the broadest discretion of all—and it captures the fundamental concerns of both a majority of the Council and the public. This Project simply does not belong in a residential neighborhood. The warehouse would be just over 100 feet from The Lakes assisted living facility and only about 800 feet away from residences to the south in Sun Lakes. Moreover, as discussed above, neighboring uses to the east will not be provided with any screening or buffering from trucks using the drive aisle on the east side of the warehouse building. Sun Lakes residential uses to the south will not be screened or buffered either, because the proposed retail buildings need not be constructed contemporaneously with the warehouse and may never be built at all.

The character of the neighborhood is predominantly residential, with some neighborhood-serving existing commercial uses in Sun Lakes Village. A large warehouse with hundreds of truck trips per day is contrary to the neighborhood's character. The Council could readily support a finding of denial on this ground.

C. The City Council Also Must Deny the Tentative Parcel Map

The City Council should deny the tentative parcel map for many of the same reasons that support denial of design review.

The City's subdivision ordinance requires a tentative parcel map for subdivisions of four or fewer parcels. *See generally* Banning Mun. Code ch. 16.08. Any action by the City Council on a tentative parcel map "shall be supported by the findings required by Sections 66427.1, 66473.5, 66474, 66474.1 and 66474.6 of the California Government Code." Banning Mun. Code § 16.14.050(B). Draft Resolution No. 2024-114, presented to the Council at the July 9 meeting, states that that the findings required by sections 66473.5, 66474, and 66474.6 apply here.

Government Code section 66473.5 requires a finding that a tentative or parcel map is "compatible with the objectives, policies, general land uses, and programs specified" in the local general plan and any applicable specific plan. Section 66474 sets forth several

findings that *require* denial of a tentative or parcel map, including findings of inconsistency with general plans or specific plans.[14] Section 66474.6 requires findings related to compliance with waste discharge requirements for community sewer systems.

As a threshold matter, we disagree with some of the City Attorney's statements regarding the tentative parcel map at the July 9 hearing. The City Attorney suggested that the tentative parcel map had nothing to do with the proposed warehouse development, but rather was solely concerned with subdivision of the larger parcel into three smaller parcels so they could be sold. However, the tentative parcel map itself depicts the overall design, buildings, circulation patterns, easements, and other improvements associated

[14] Government Code section 66474 reads as follows:
A legislative body of a city or county shall deny approval of a tentative map, or a parcel map for which a tentative map was not required, if it makes any of the following findings:
(a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
(b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
(c) That the site is not physically suitable for the type of development.
(d) That the site is not physically suitable for the proposed density of development.
(e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
(f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.
(g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

with the Project. Moreover, state law requires the City Council to make findings addressing not only the map itself, but also the design or improvement of the subdivision shown on the map. Gov. Code § 66474(b)-(g). Even the Applicants concede that the findings required to approve a tentative parcel map are overlapping, and in some cases identical, to the findings required for design review approval. *See* Applicants' Letter at 13. The tentative parcel map cannot be separated so easily from the design review.

As discussed above, there is ample evidence to support findings that the Project as a whole—including the tentative parcel map—is inconsistent with the General Plan and Specific Plan, and that the design and improvements associated with the Project are incompatible with the surrounding neighborhood. Indeed, given that the Project as a whole is inconsistent with the General Plan and the tentative parcel map itself is inconsistent with the Specific Plan's land use map (*see* sections II.B.1 and II.B.2, above), the City Council *must* deny the map. Gov. Code § 66474(a). Other facts discussed above—including public testimony related to transportation and safety hazards, the lack of buffers and screening between the warehouse and neighboring uses—further support findings that the site is not suitable for the type and density of development proposed. Gov. Code § 66474(c), (d).

Findings for the tentative parcel map and design review should be consistent. For example, the City Council cannot simultaneously find that the Project is inconsistent with the General Plan for purposes of design review, but consistent with the General Plan for purposes of the tentative parcel map. Moreover, an approved tentative parcel map in the absence of design review approval would have little practical utility for either the Applicants or prospective purchasers, because it would depict a design and improvements that the City has already rejected. It would be better for the community and the Applicants if the tentative parcel map were also denied, so the Applicants can fully consider an alternative project based on some combination of the numerous other uses allowable for this parcel under the Specific Plan. *See* Specific Plan at 9-12 (Table 1).

For all of these reasons, both the tentative parcel map and design review should be denied. To facilitate expeditious consideration of the tentative parcel map, moreover, staff should prepare alternative findings of denial prior to the next City Council meeting. If staff does not prepare such findings, the Council should direct staff to do so for presentation at a future meeting.

III. The City Council Should Direct Staff to Conduct a Thorough Analysis of the Project's Cumulative Impacts in Relation to Sunset Crossroads Before Taking Any Approval Action.

The tentative parcel map should be denied for another critical reason: approval of the map based on the current record will commit the City to an inadequate analysis of cumulative impacts under the California Environmental Quality Act ("CEQA").

The City Attorney correctly stated at the July 9 meeting that environmental findings under CEQA are required to approve a tentative parcel map. But a majority of the Council—also correctly—expressed concern during that same meeting that the proposed Sunset Crossroads project represents a major change in the circumstances surrounding the Banning Point Project. Moreover, Councilmembers stated—again correctly—that the cumulative impact of Banning Point in relation to Sunset Crossroads has never been adequately evaluated. The CEQA documents prepared for the Project thus far are inadequate to support approval.[15]

Because both the tentative parcel map and design review are discretionary actions that may affect the physical environment, the City must comply with CEQA before approving any portion of the Project. The Council should not make any findings based on (or otherwise adopt or certify) the current CEQA documentation, which indisputably lacks a cumulative impact analysis that includes both Banning Point and Sunset Crossroads. Rather, before taking any action to approve any part of this project, the Council should direct staff to prepare the thorough cumulative impacts analysis that the current Addendum and Program Environmental Impact Report lack. If this new analysis indicates that the Project's contribution to cumulative impacts may be considerable, then the City must prepare a subsequent or supplemental EIR before the Project can be approved.

[15] *See also* Letter from Kevin P. Bundy, Shute Mihaly & Weinberger LLP, to Mayor Alberto Sanchez et al., Re: Banning City Council July 9, 2024 Agenda Items 6.2 and 7.1: Appeal and proposed reapproval of Banning Point Project (Tentative Map No. 38164 and Design Review No. 21-7008) (July 9, 2024), incorporated herein by reference.

Please include this letter in the record of proceedings for this matter. Thank you, as always, for your consideration of Pass Action Group's views in this matter.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP



Kevin P. Bundy

cc: Caroline Patton (via email: cpatton@banningca.gov)

1819652.3

MEMORANDUM

To: **Honorable Members of the City Council of the City of Banning, California**

From: **Sun Lakes Highland, LLC**

Re: **Banning Point Project ("Project")**

Date: **September 4, 2024,**

This memo is intended to address many of the comments in opposition the Project made at the City Council hearing in early July 2024 and prior hearings/meetings.

1. **Claim 1: Creation/Vaulter ("CREV") "Bait & Switched" the Sun Lakes residents and the site plan has materially changed since the Sun Lakes Community meeting in March 2020.**
    a. **False-Not only do the exhibits from the 2020 presentation prove this claim untrue, changing the site plans would have jeopardized the CEQA document and the Project's review.**
    b. **<u>The site plan presentation drew a standing ovation from the Sun Lakes residents.</u>**

In fact, during the December 2021 Planning Commission meeting and City Council hearing CREV presented the two site plans side-by-side specifically to prove this point. See next page…

Clarifying Common Concerns

- Sun Lakes Community Meeting in March 2020
- Public Notice
- City Council “Overriding” the EIR
- Traffic
- Air Quality & Noise Impacts



Current Site Plan - November 2021



Site Plan - Sun Lakes Community Meeting, March 2020

2. **Claim 2: Traffic-The Project creates more traffic than other uses such as multi-family units and commercial retail.**
    a. **False - Empirical data from the Project Traffic Engineers (Urban Crossroads) proves this untrue.**
    b. **<u>Comparing the alternative land uses below, the Project generates the lowest amount of traffic</u> (daily trips).**
        i. **<u>Nearly 1,000 LESS than Multi-family Units</u>**
        ii. **<u>Nearly 7,000 LESS than Office</u>**
        iii. **<u>Nearly 16,000 LESS than Retail/Commercial</u>**

The following diagram was also presented at the Planning Commission and City Council hearings.

See next page...

Project vs. Alternative Land Uses

Land Use	Quantity Units[1]	AM Peak Hour	PM Peak Hour	Daily
Proposed Project				
Industrial	619.959 TSF			
Passenger Cars		51	71	892
Trucks		11	10	214
TOTAL		**62**	**81**	**1,106**
Alternative 1: Multifamily				
Multifamily Residential[2]	453 DU	168	177	2,060
NET CHANGE		**-106**	**-96**	**-954**
Alternative 2: Office				
General Office[3]	921.773 TSF	1,180	1,041	8,010
NET CHANGE		**-1,118**	**-960**	**-6,904**
Alternative 3: Retail				
Commercial Retail [4]	460.887 TSF	387	1,567	17,058
NET CHANGE		**-325**	**-1,486**	**-15,952**

Lowest Traffic Generation

[1] TSF = Thousand Square Feet; DU = Dwelling Units

[2] Dwelling units determined based on 30.23-acre industrial site x 15 dwelling units/acre

[3] Office square footage determined based on 30.23-acre industrial site x 43,560 square feet/acre x 0.75 floor-to-area ratio

[4] Retail square footage determined based on 30.23-acre industrial site x 43,560 square feet/acre x 0.35 floor-to-area ratio

Charlene So - Urban Crossroads

3. **Claim 3: Land Uses/Traffic-The Project overloads the site with industrial use which in turn creates enormous amounts of traffic.**
    a. **False-CREV also outlined this topic in previous presentations. In fact, the site plan contemplates approximately 258,000 LESS Industrial square footage than allowed per the Specific Plan Amendment**
    b. **Additionally, overall, this site plan is significantly less intense than allowed under the Specific Plan Amendment resulting in 1,658 LESS daily trips.**

See below from previous CREV presentation to Planning Commission and City Council.

Project vs. Specific Plan Amendment

Land Use	Quantity Units[1]	AM Peak Hour	PM Peak Hour	Daily
Project Trip Generation Summary:				
Industrial	619.959 TSF			
Passenger Cars		51	71	892
Trucks		11	10	214
Retail & Restaurant				
Passenger Cars	34.000 TSF	62	155	1,080
TOTAL	**653.959 TSF**	**124**	**236**	**2,186**
Specific Plan Amendment:				
Industrial	877.298 TSF			
Passenger Cars		309	316	2,514
Trucks		42	36	444
Retail				
Passenger Cars	37.189 TSF	24	93	886
TOTAL	**914.487 TSF**	**375**	**445**	**3,844**
NET CHANGE	**-260.528 TSF**	**-251**	**-209**	**-1,658**

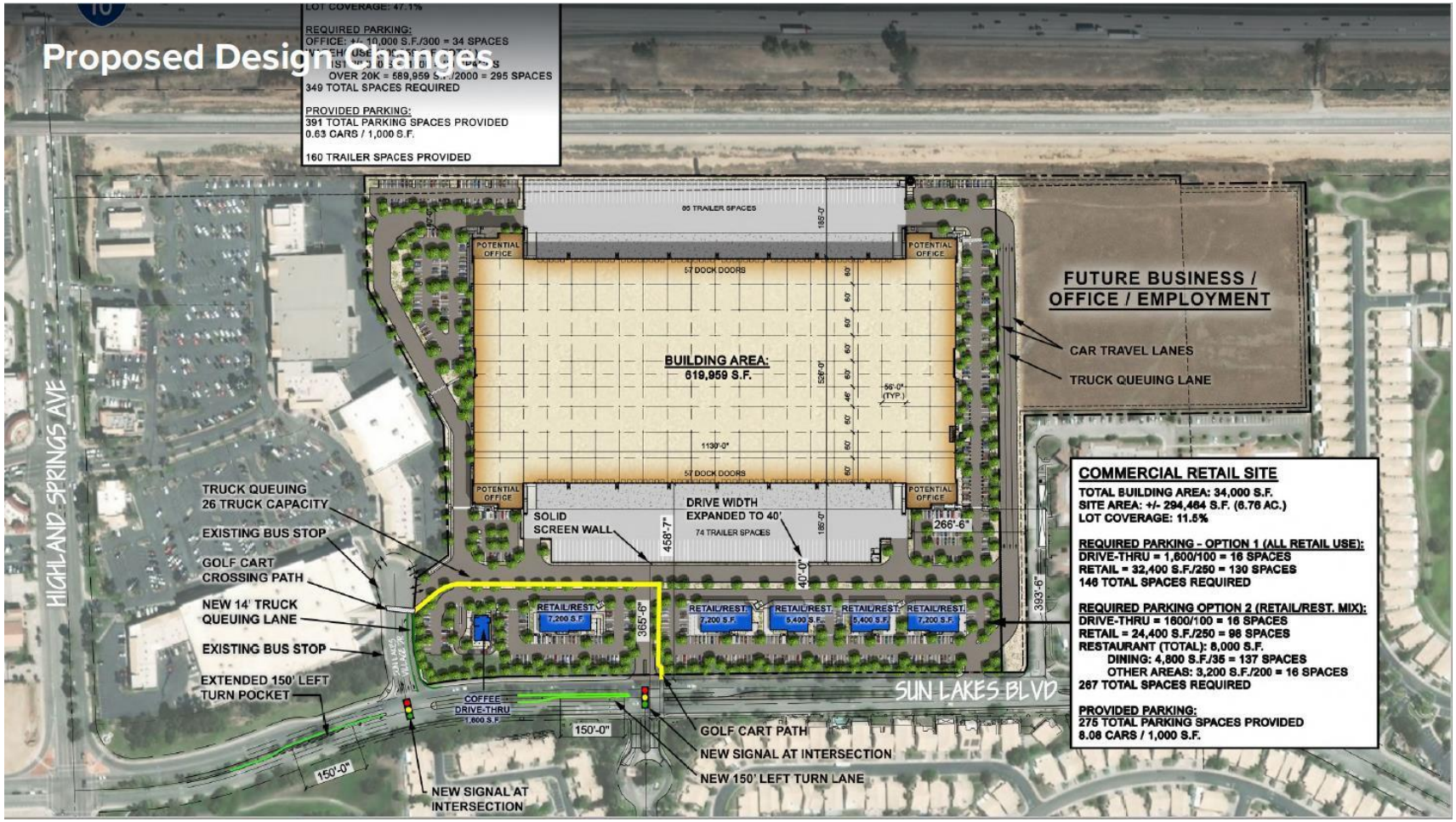
Overall Net Reduction in Trips

[1] TSF = Thousand Square Feet

Charlene So - Urban Crossroads

4. **Claim 4: Traffic Circulation-CREV has not done anything to improve traffic circulation design.**
    a. **False-CREV has made many costly concessions to the Sun Lakes residents in order to alleviate concerns.**
        1. **CREV removed developable land area to add a truck lane on Sun Lakes Village Dr. PER SUN LAKES' REQUEST. Sun Lakes residents wanted this in order to reduce trucks driving across the community on Sun Lakes BLVD to enter the site on the east side.**
        2. **CREV Extended left turn pocket on San Lakes BLVD to enter on Sun Lakes Village Dr.**
            a) **Added new signal light at the intersection**
        3. **Sun Lakes Community Entrance**
            a) **CREV added new 150' left turn lane**
            b) **CREV added new signal light at intersection**
            c) **CREV added designated golf cart path and crossing to offer easy access to the shopping center for Sun Lakes residents.**

The following diagram was also presented to the Planning Commission and Council. See next page…


Proposed Design Changes
LOT COVERAGE: 47.1%
REQUIRED PARKING:
OVER 20K = 589,959 S.F./2000 = 295 SPACES
349 TOTAL SPACES REQUIRED
PROVIDED PARKING:
391 TOTAL PARKING SPACES PROVIDED
0.63 CARS / 1,000 S.F.
160 TRAILER SPACES PROVIDED
HIGHLAND SPRINGS AVE
85 TRAILER SPACES
POTENTIAL OFFICE
57 DOCK DOORS
BUILDING AREA:
619,959 S.F.
1130'-0"
FUTURE BUSINESS / OFFICE / EMPLOYMENT
CAR TRAVEL LANES
TRUCK QUEUING LANE
TRUCK QUEUING
26 TRUCK CAPACITY
EXISTING BUS STOP
GOLF CART
CROSSING PATH
NEW 14' TRUCK
QUEUING LANE
EXISTING BUS STOP
EXTENDED 150' LEFT
TURN POCKET
SOLID
SCREEN WALL
DRIVE WIDTH
EXPANDED TO 40'
74 TRAILER SPACES
458'-7"
266'-6"
393'-6"
365'-6"
RETAIL/REST.
7,200 S.F.
5,400 S.F.
COFFEE
DRIVE-THRU
1,800 S.F.
150'-0"
SUN LAKES BLVD
GOLF CART PATH
NEW SIGNAL AT INTERSECTION
NEW 150' LEFT TURN LANE
NEW SIGNAL AT
INTERSECTION
COMMERCIAL RETAIL SITE
TOTAL BUILDING AREA: 34,000 S.F.
SITE AREA: +/- 294,464 S.F. (6.76 AC.)
LOT COVERAGE: 11.5%
REQUIRED PARKING - OPTION 1 (ALL RETAIL USE):
DRIVE-THRU = 1,600/100 = 16 SPACES
RETAIL = 32,400 S.F./250 = 130 SPACES
146 TOTAL SPACES REQUIRED
REQUIRED PARKING OPTION 2 (RETAIL/REST. MIX):
DRIVE-THRU = 1600/100 = 16 SPACES
RETAIL = 24,400 S.F./250 = 98 SPACES
RESTAURANT (TOTAL): 8,000 S.F.
DINING: 4,800 S.F./35 = 137 SPACES
OTHER AREAS: 3,200 S.F./200 = 16 SPACES
267 TOTAL SPACES REQUIRED
PROVIDED PARKING:
275 TOTAL PARKING SPACES PROVIDED
8.08 CARS / 1,000 S.F.

5. **Claim 5: Air Pollution-The Project, specifically industrial, will exceed Air Emission Thresholds.**
    a. **False-CREV's air quality analysis empirically proved this to be untrue.**
    b. **Result-Per the air quality engineers, the Project actually produces <u>LESS emissions than SCAQMD thresholds in ALL SIX CATEGORIES</u>.**

The following diagram has also been presented at Planning Commission and Council.

Project Emissions

	Emissions (lbs/day)					
Land Use	**ROG**	**NOX**	**CO**	**SOX**	**PM10**	**PM2.5**
Proposed Project	28.58	49.10	161.88	0.54	48.88	13.69
Threshold	55	55	550	150	150	55
% Below Threshold	**48%**	**11%**	**70%**	**99%**	**67%**	**75%**
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Haseeb Quireshi - Urban Crossroads

6. **Claim 6: Air Pollution-The Project, produces greater Air Emissions (lbs./day) than alternative uses.**
    a. **False-CREV's air quality analysis empirically proved this to be untrue.**
    b. **Result-The Project was found to produce LESS emissions in 5 out of 6 categories. Commercial/Retail use is shown to produce the highest emissions.**

The following diagram has also been shown to City Staff, PC, and Council.

Project vs. Alternative Land Uses

	Emissions (lbs/day)					
Land Use	**ROG**	**NOX**	**CO**	**SOX**	**PM10**	**PM2.5**
Proposed Project Emissions Totals	**28.58**	**49.10**	**161.88**	**0.54**	**48.88**	**13.69**
Alternative 1[1]:						
Multifamily (Mid-Rise) Residential	136.47	20.94	334.62	0.75	49.94	39.02
Retail Component	3.74	3.53	23.91	0.05	4.98	1.36
Total:	140.21	24.47	358.53	0.80	54.92	40.38
Exceeds Project Emissions?	**YES**	**NO**	**YES**	**YES**	**YES**	**YES**
Alternative 2[2]:						
Professional Office	46.12	35.95	245.48	0.56	55.02	15.01
Retail Component	3.74	3.53	23.91	0.05	4.98	1.36
Total:	49.86	39.48	269.39	0.61	60.00	16.37
Exceeds Project Emissions?	**YES**	**NO**	**YES**	**YES**	**YES**	**YES**
Alternative 3[3]:						
General Commercial	64.49	75.18	521.43	1.18	117.06	31.86
Retail Component	3.74	3.53	23.91	0.05	4.98	1.36
Total:	68.23	78.70	545.33	1.23	122.03	33.22
Exceeds Project Emissions?	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**

Highest Impact

All the alternative land uses would result in greater emissions in 5 out of 6 emissions categories compared to the project.

[1] Alternative 1 = 453 dwelling units, based on 30.23-acre industrial site x 15 dwelling units/acre.
[2] Alternative 2 = 921,773 square feet of general office, based on 30.23-acre industrial site x 43,560 square feet/acre x 0.75 floor-to-area ratio.
[3] Alternative 3 = 460,887 square feet of commercial retail, based on 30.23-acre industrial site x 43,560 square feet/acre x 0.75 floor-to-area ratio.

Haseeb Quireshi - Urban Crossroads

7. **Claim 7: Noise Pollution-The Project produces inordinate noise for adjacent owners.**
    a. **False-CREV also engaged engineers to study Noise Pollution based on the site plan. Based on location of buildings, building height, and high screen walls, the nearest noise sensitive receiver will experience "barely perceptible" noise level increase of less than 3 dBA Leq**

The following diagram has also been presented to Planning Commission and Council.

Key Points - Noise

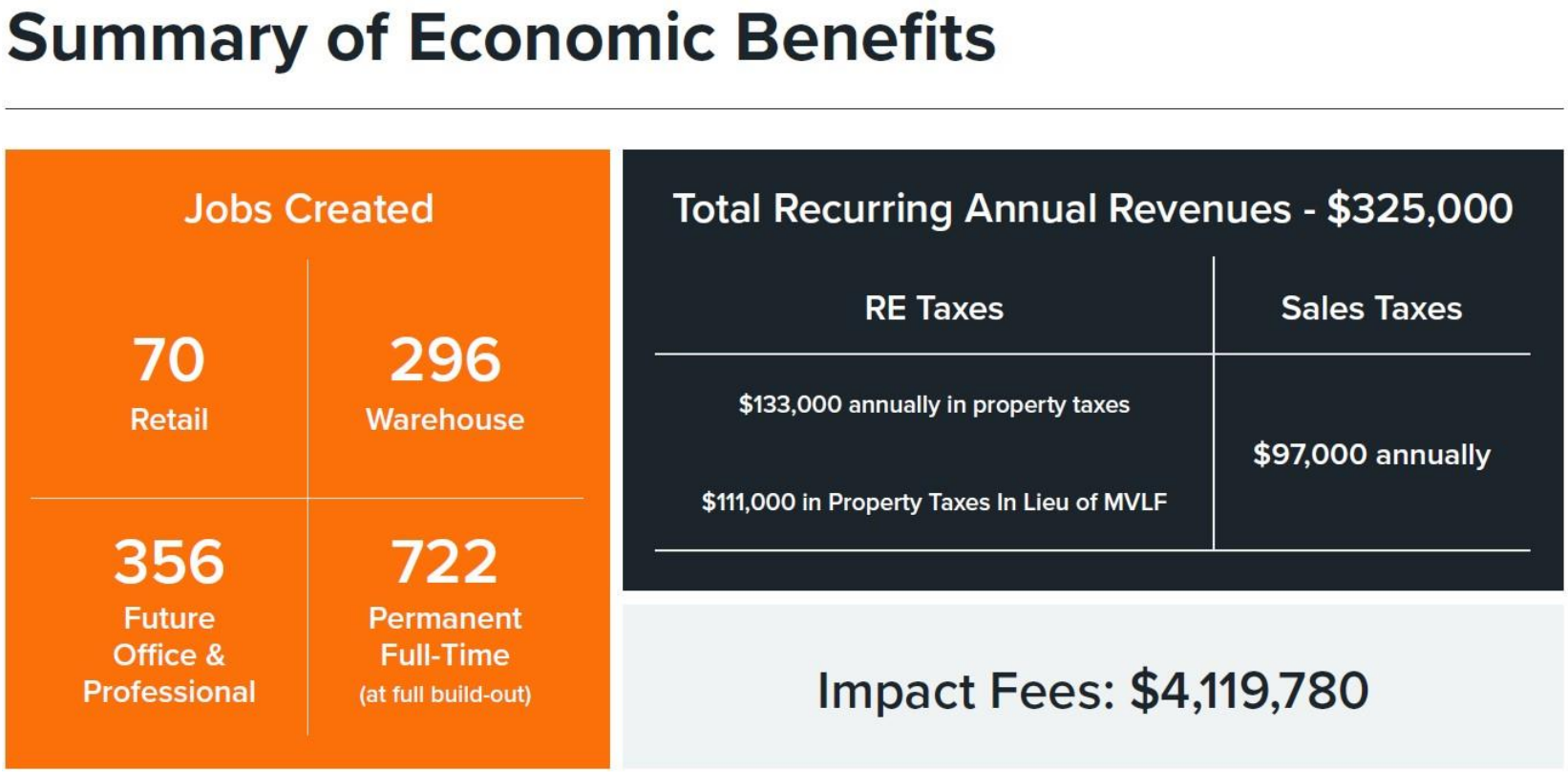
- Site designed to **minimize noise** exposure from loading docks
- Building structure will **reduce existing noise levels** from the I-10 Freeway and Railroad
- 14-foot-high screen walls are provided for both loading docks areas
- The noise analysis shows that the nearest noise sensitive receiver locations will experience a **"barely perceptible" noise level** increase of less than 3 dBA Leq



Haseeb Quireshi - Urban Crossroads

8. **Claim 8: Financial Benefit-The Project does little to financially benefit the City of Banning both in the immediate future and in the long term.**
    a. **False-DPFG's Economic Benefit Analysis estimated in 2020 the Project would generate over $4,100,000 in short-term fee revenue and approximately $325,000/Year in recurring revenue to Banning and create over 700 full-time jobs at full build-out.**

The following diagram has also been presented to Planning Commission and Council.



9. **Claim 9: Project History-Sun Lakes Residents and PAG claims that CREV has not attempted to pursue other land uses aside from industrial.**
    a. **False- Vaulter (formally McRae Gomez Companies) purchased the property 13 years ago (2011). For the 1st 8 years of ownership all other uses besides industrial were pursued through:**
        i. **4 different marketing strategies**
        ii. **3 national commercial brokerage/real estate marketing firms (Lee & Associates twice).**
            1. **In one two-year period, the property was reviewed for housing & commercial retail (mixed-use) and was declined by nearly 70 major development companies**
    b. **CREV even provided direct quotes from listing brokers during this time period.**

The following diagram has also been presented to Planning Commission and Council.

Project History

2012 - 2013: Property Marketed for Mixed-Use & Dealership

- Listed with Lee & Associates
- No interest or offers



2016 - 2017: Property Marketed for Mixed-Use & Housing

- Listed with Daum Commercial
- Property was reviewed 67 times (housing & retail)
- No interest in the project due to demand for areas with "higher demographic support"

2019 - Current: Creation/McCrae Gomez Preliminary Rezone Discussions Commence followed by full rezone efforts

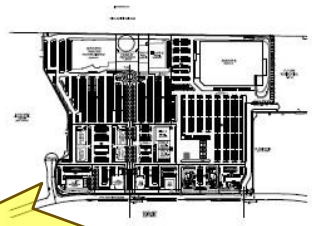
- March 2020: Sun Lakes Community Meeting
- December 2020: Sun Lakes Village North SPA/EIR adopted
- October 2021: Planning Commission Hearing

2011: Property Purchased

- McRae Gomez Company purchased property from Bank (Far East NB)

2014 - 2016: Property Marketed for Retail Uses

- Listed with Neece Commercial
- Retail developer pursued Theater, Big Box Retailers, etc.
- Buyer dropped the deal after nearly 2 years of trying to put together retail development



2018 - 2019: Property Listed as Mixed-Use & Retail

- Listed with Lee & Associates
- Proposed Uses Included Theater, Health Club, Restaurants, Office, Big Box Retailers, Residential



Broker Feedback

- Retail: "Activity has been minimal, reached out to all the likely larger mixed-use developers that appear to be disinterested in this property."
- Land/Residential: "Our database does include hundreds of land investors and commercial developers but unfortunately no interest."
- Office: "Office development is really dead including the AAA location areas in the IE."

Auggie Gomez - McRae Gomez Companies

RESOLUTION 2024-149

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, (1) APPROVING TENTATIVE PARCEL MAP NO. 38164, ALLOWING THE SUBDIVISION OF APPROXIMATELY 47 GROSS ACRES OF VACANT LAND INTO THREE PARCELS; (2) AFFIRMING THE PLANNING COMMISSION'S APPROVAL OF DESIGN REVIEW NO. 21-7008 AND DENYING AN APPEAL OF THAT DECISION AND PERMITTING THE CONSTRUCTION OF A PROPOSED 619,959 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING, INCLUDING 10,000 SQUARE FEET OF OFFICE SPACE AND A COMBINED 34,000 SQUARE FEET OF RETAIL/COMMERCIAL BUILDINGS, ON REAL PROPERTY LOCATED WITHIN THE BOUNDARIES OF THE SUN LAKES VILLAGE NORTH SPECIFIC PLAN AREA (APN: 419-140-057); AND (3) ADOPTING AN ADDENDUM UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND MAKING FINDINGS IN SUPPORT THEREOF, INCLUDING FINDING OF CONSISTENCY WITH THE CERTIFIED ENVIRONMENTAL IMPACT REPORT PREPARED FOR AMENDMENT NO. 5 TO THE SUN LAKES VILLAGE NORTH SPECIFIC PLAN (SCH # 2020029074)

WHEREAS, on December 8, 2020, the City Council certified the Final Environmental Impact Report (EIR) (SCH #2020029074) prepared for, and approved, Amendment No. 5 to the Sun Lakes Village North Specific Plan (SLVNSP) (Ordinance 1571 for Zone Change 20-3501). Amendment No. 5 revised the Specific Plan Land Use Plan from Retail Commercial (Auto Dealer) to Business Park & Warehouse (BW), Office & Professional (OP), and Retail & Service (RS), and revised the permitted land uses, development standards (including maximum building height, setbacks, open space, landscaping, parking, and signage), and design guidelines for the development and implementation provisions of the SLVNSP; and

WHEREAS, the EIR for Amendment No. 5 to the SLVNSP is now final, beyond challenge, and is conclusively presumed to comply with CEQA; and

WHEREAS, in furtherance of the interests of Sun Lakes Highland, LLC (Applicant), an application was submitted for approval of proposed Tentative Parcel Map No. 38164 (TPM 21-4001) to subdivide approximately 47.11 acres of vacant real property into three commercial and industrial parcels, and for Design Review No. 21-7008, to construct a 619,959 square-foot industrial warehouse building with 10,000 square feet of office space, and six retail/commercial buildings totaling 34,000 square feet and associated utility, parking, roadway, and landscaping improvements (all together, the "Project"), on real property identified as APN 419-140-057; and

WHEREAS, on October 19, 2021, and December 1, 2021, the Planning Commission conducted duly noticed public hearings on the Project, at which time interested persons had an opportunity to testify in support of or in opposition to the Project. At the conclusion of the public hearing on December 1, 2021, the Planning Commission adopted Resolution No. 2021-16, approving Tentative Parcel Map No. 38164 and approving Design Review No. 21-7008, including conditions of for approval of the Project. Pursuant to Banning Municipal Code Chapter 16.14, the Planning Commission's decision has been interpreted by City Staff and the City Council as a recommendation to the City Council for approval of Tentative Parcel Map No. 38164; and

WHEREAS, pursuant to Banning Municipal Code Section 17.68.100, three applications seeking to appeal the Planning Commission's decision on the Project were received during the appeal period following the Planning Commission's action; and

WHEREAS, an appeal application was received from Golden State Environmental Justice Alliance and was subsequently rejected as being incomplete because it did not state the grounds or reasons for its appeal, did not request a specific action, and incorrectly described the project; and

WHEREAS, an appeal application was received from Supporters Alliance For Environmental Responsibility (SAFER), who subsequently withdrew its appeal on January 18, 2022, and announced its support for the Project; and

WHEREAS, on December 7, 2021, the law firm of Shute, Mihaly & Weinberger submitted an appeal on behalf of Appellant, Pass Area Action Group (PAG)**,** and a three-page letter on behalf of Appellant, which was supplemented by a 428-page letter submitted via email on January 24, 2022 (the "Appeal")**;** and

WHEREAS, the public hearing on Tentative Parcel Map No. 38164 and the Appeal hearing on Design Review No. 21-7008 was scheduled for January 31, 2022, and in compliance with applicable law, the City provided public notice of the public hearing by advertising in the *Record Gazette* newspaper on January 21, 2022, and by mailing notices to all property owners within 1,000 feet of the subject site; and

WHEREAS, the City subsequently received requests from both Pass Area Action Group and the Applicant to continue the Appeal hearing to allow for additional time to review the materials related to the Project; and

WHEREAS, in recognition of the requests from both Appellant and Applicant for a continuance of the public hearing, at the regularly scheduled City Council meeting held on January 25, 2022, the City Council voted to cancel the Appeal hearing previously noticed January 31, 2022, and to reschedule the public hearing to February 17, 2022; and

WHEREAS, the City provided public notice of the rescheduled public hearing on Tentative Parcel Map No. 38164 and the Appeal hearing on Design Review 21-7008 by advertising in the *Record Gazette* newspaper on February 4, 2022, and by again mailing (on February 3, 2022) notices to property owners within a 1,000-foot radius of the subject site; and

WHEREAS, on February 17, 2022, the City Council of the City of Banning conducted a duly noticed public hearing on the Appeal, at which time all interested persons, including Appellant and Applicant, were given an opportunity to speak and to present both oral and written evidence in support of and in opposition to the Appeal. At the conclusion of the public hearing on February 17, 2022, the City Council adopted Resolution No. 2022-14, approving Tentative Parcel Map No. 38164, approving Design Review 21-7008 and denying the Appeal, including Conditions of Approval of the Project, and adopting an Addendum to the certified EIR prepared for Amendment No. 5 to the Sun Lakes Village North Specific Plan (SCH # 2020029074); and

WHEREAS, on April 18, 2022, PAG filed a Petition for Writ of Mandate and Complaint for Injunctive Relief ("Petition") with the Riverside County Superior Court (Case No. CVRI2201482), challenging the City of Banning's approval of the Project; and

WHEREAS, the lawsuit alleged that the City failed to provide a fair hearing due to alleged bias by Councilmembers Hamlin, Sanchez, and Wallace. The lawsuit also contended that the City violated CEQA and the City's General Plan in approving the Project, and that the findings in support of the Project were not supported by substantial evidence; and

WHEREAS, following briefing and a hearing on the merits, the trial court issued a ruling finding only that the City did not provide a fair hearing based on the court's conclusion that then-Councilmember Hamlin was biased in favor of the Project. The court rejected all claims of bias as to Councilmember Wallace and Councilmember Sanchez, stating in its ruling that "their statements do not overcome the presumption that they are unbiased. There has been no showing of a financial or personal interest in the Project and no specific evidence demonstrating actual bias or a particular combination of circumstances creating an unacceptable risk of bias…." The court also rejected in its entirety all of PAG's substantive challenges, finding that the City fully complied with CEQA, that the Project is consistent with the City's General Plan, and that the City's findings were supported by substantial evidence, as discussed further below. As the court concluded in its ruling, the court "does not find that Petitioner [PAG] has carried its burden of proof on any remaining issue and would not grant the writ but for the fair hearing issue."; and

WHEREAS, the court entered judgment and issued a writ of mandate directing the City to set aside and vacate the prior approval and to reconsider the Project without the participation of Councilmember Hamlin; and

WHEREAS, the City provided public notice of a public hearing on the Project by advertising in the *Record Gazette* newspaper on June 28, 2024, and by mailing (on June 25, 2024) notices to property owners within a 1,000-foot radius of the Project site; and

WHEREAS, on July 9, 2024, the City Council of the City of Banning conducted a duly noticed public hearing on the Project, at which time all interested persons, including Appellant and Applicant, were given an opportunity to speak and to present both oral and written evidence in support of and in opposition to the Project. Following the public hearing, City Council directed Staff to prepare a resolution for the City Council's consideration at a later date that approves Tentative Parcel Map No. 38164 but denied Design Review 21-7008, and makes findings in accordance with CEQA; and

WHEREAS, on September 10, 2024, the City Council of the City of Banning continued their deliberation on the Project, at which time all interested persons, including Appellant and Applicant, were given an opportunity to speak and to present both oral and written evidence in support of and in opposition to the Project; and

WHEREAS, all legal prerequisites prior to the adoption of this Resolution have occurred; and

WHEREAS, the City Council has considered all information related to this matter, as presented at the public meetings of the City Council identified herein, including supporting reports by City Staff, written materials timely received by the City, and information provided during public meetings.

NOW THEREFORE, the City Council of the City of Banning does hereby resolve, determine, find, and order as follows:

SECTION 1: **Recitals**. This Council hereby specifically finds that all of the facts set forth in the Recitals above are true and correct, and are incorporated herein.

SECTION 2: **Environmental Findings**.

A. The Project has been reviewed in connection with the requirements of CEQA (Pub.

Resources Code, § 21000\ *et seq*.) and the State CEQA Guidelines (14 C.C.R. § 15000 *et seq*.). Based upon all of the applications, plans, submittals, and evidence presented to the Planning Commission on October 19, 2021 and December 1, 2021, the additional submittals from the Appellant and the Applicant, the City Council public hearing held on July 9, 2024, and the City Council's continued deliberation on September 10, 2024 (including written and oral staff reports and supporting documentation, together with public testimony), and in the exercise of its independent judgment based upon the whole of the record and the evidence presented to it, this Council hereby specifically finds and concludes, as provided in the succeeding subsections of this Section 2, as follows with respect to environmental review related to the Project.

B. The EIR prepared for Amendment No. 5 to the SLVNSP analyzed the potential development of 877,298 square feet of industrial and warehouse uses, 52,065 square feet of medical office uses, and 37,189 square feet of retail uses. The EIR analyzed the potential environmental impacts from this type of development in the areas of: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, transportation, tribal cultural resources, and utilities and service systems. The EIR concluded that Amendment No. 5 to the SLVNSP had the potential to result in a net increase of building square footage and that certain air quality, greenhouse gas emissions, and traffic impacts would be significant and unavoidable even after the imposition of mitigation and regulatory compliance. The City Council determined that the benefits of Amendment No. 5 outweighed the Amendment's environmental impacts, and adopted a Statement of Overriding Considerations on December 8, 2020. The EIR was certified on December 8, 2020, and was never challenged. It is now final, beyond challenge, and conclusive in all respects.

C. Amendment No. 5 to the SLVNSP was adopted on December 8, 2020, by way of City Council Resolution No. 2020-141. Its text was added into the City's Zoning Code portion of the Municipal Code by way of Ordinance No. 1571, which was introduced on December 8, 2020, adopted on January 12, 2021, and became effective on February 11, 2021. It was never challenged and is now final, beyond challenge, and in effect for all purposes.

D. The Project proposes a smaller development than that analyzed in the EIR. The Project proposes 619,959 square feet of industrial use (split between 75% [or 464,969 square feet] of high-cube fulfillment center warehouse use and 25% [or 154,990 square feet] of high-cube cold storage warehouse use), and 34,000 square feet of retail uses, along with associated utility, parking, roadway, and landscaping improvements. The Project does not include development of any of the office uses analyzed in the EIR.

E. The Project is found to be consistent with the Multi-Species Habitat Conservation Program (MSHCP). The Project is located outside of any MSHCP criteria area and mitigation is provided through payment of the MSHCP Mitigation Fee.

F. The mitigation measures imposed as part of the prior EIR remain valid and applicable to the Project and are identified in the Mitigation Monitoring and Reporting Program, Section 5, Pages 97 through 109 of the Banning Point/Sun Lakes Village North Specific Plan EIR Addendum/Consistency Checklist. The same benefits described in the Statement of Overriding Considerations for Amendment No. 5 to the SLVNSP remain applicable to the Project.

G. The prior EIR, which was a "Program EIR," has been reviewed to determine if the Project is within the scope of what was analyzed in the EIR. Based on this review and analysis, an Addendum/Consistency Checklist, entitled "Banning Point Addendum to the Sun Lakes Village North Specific Plan Amendment No. 5 Environmental Impact Report" (updated version dated February 10, 2022) ("Addendum") has been prepared pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162, 15164, and 15168(c). CEQA Guidelines Section 15164(a) provides that the lead agency "shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162, calling for preparation of a subsequent EIR, have occurred." CEQA Guidelines Section 15164(c) further provides that an "addendum need not be circulated for public review but can be included in or attached to the final EIR" and CEQA Guidelines Section 15164(e) provides that a "brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included" in the addendum, the agency's findings, or elsewhere in the administrative record.

H. The Addendum evaluated the Project's potential environmental effects in light of those effects previously disclosed in the prior EIR to determine whether any of the conditions described in CEQA Guidelines Section 15162 calling for subsequent CEQA review have occurred.

I. The City Council has considered whether additional environmental review is required for the Project beyond what was analyzed and disclosed in the now-final EIR and in the Addendum. All environmental impacts of Amendment No. 5 to the SLVNSP (including those impacts related to the development of industrial and warehouse uses and retail uses, such as those proposed by the Project) were analyzed, disclosed, and mitigated as set forth in the EIR (SCH# 2020029074) that was certified on December 8, 2020; this conclusion is supported by the detailed Addendum and its supporting technical reports and data. Therefore, any potential environmental impacts resulting from the types of land development proposed by the Project already have been analyzed and disclosed in the certified EIR that is now final in all respects and is beyond challenge. Furthermore, a subsequent EIR is not required as discussed below.

J. Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 provide that no subsequent EIR shall be prepared for a project unless, on the basis of substantial evidence in the light of the whole record, "major revisions" of the EIR are needed to reflect (i) substantial changes to the project involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (ii) substantial changes to the circumstances under which the project is undertaken involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (iii) new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, showing that the project will have one or more significant effects not discussed in the previous EIR, or significant effects previously examined will be substantially more severe than shown in the previous EIR, or mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant

effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. At this point in the process, "in-depth review has already occurred, the time for challenging the sufficiency of the original EIR has long since expired, and the question is whether circumstances have changed enough to justify repeating a substantial portion of the process." (*Bowman v. City of Petaluma* (2008) 185 Cal.App.3d 1065, 1073-1074.) As a result, any issues with the earlier EIR that were raised or could have been raised are barred from further consideration. (*Comm. for Green Foothills v. Santa Clara County Bd. of Supervisors* (2010) 48 Cal.4th 32, 50.)

K. No information has been presented to the City demonstrating that any of the criteria set forth in Public Resources Code Section 21166, or CEQA Guidelines Sections 15162 or 15163, are present.

(1) No information has been presented to the City to demonstrate that any substantial changes have occurred with respect to the Project involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Rather, the Project proposes the same type of land uses analyzed in the EIR and approved as part of Amendment No. 5 to the SLVNSP, but it is smaller in scope. The Project therefore serves to implement the vision for the commercial and industrial core of Highland Springs Avenue and the Interstate 10 freeway, which is described in detail within Amendment No. 5 to the SLVNSP, and is consistent the land use envisioned in the SLVNSP and its accompanying EIR. Furthermore, the Addendum comprehensively analyzed the Project in comparison to the EIR in each environmental impact area and concluded that there are no new or substantially greater impacts than those previously disclosed, analyzed, and mitigated (to the extent feasible) in the EIR. The City Council finds that the Addendum, including its supporting technical reports, constitutes substantial evidence in support of this conclusion.

(2) No information has been presented to the City to demonstrate that any substantial changes have occurred with respect to the circumstances under which the Project is undertaken involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The Project remains consistent with the project described in the prior EIR for Amendment No. 5 to the SLVNSP and is smaller in scope than the development anticipated in that document and approved in Amendment No. 5 to the SLVNSP. There have been no changes to the SLVNSP area that would alter the ability of the Project to remain consistent with the SLVNSP and the environmental impacts analyzed in the prior EIR.

(3) No information has been presented to the City to demonstrate that there is any new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete showing that the Project will have any significant or more severe effects than those discussed in the prior EIR, or that additional mitigation measures or alternatives would substantially reduce any significant effects on the environment disclosed in the prior EIR. No information, let alone substantial evidence, has been presented to suggest that the current Project has environmental impacts beyond those previously analyzed, disclosed, and mitigated as set forth in the EIR. No information regarding any purported greater

environmental impacts, or the need for additional mitigation or alternatives, has been presented.

(4) The court concurred with the conclusions above in Paragraphs (K)(1)-(3) of this Section 2. As the court stated in its ruling, "There is no dispute but that the differences between the original project [that described in Amendment No. 5 to the SLVNSP] and the current version of the Project do not result in new significant environmental impacts. Indeed, the current version of the Project is significantly smaller than the original project." The court thus found that "substantial evidence supported the City's decision … to prepare an addendum instead of a supplemental or subsequent EIR for the Project."

L. The Appellant's contention in its January 24, 2022, letter that preparation of a program-level EIR for Amendment No. 5 to the SLVNSP was not proper is a time-barred attack on that EIR. The EIR was never challenged and is lawful, valid, and conclusive for all purposes. Furthermore, the SLVNSP is a Specific Plan and therefore is a legislative enactment and environmental review at the program, or plan, level was appropriate.

M. The Appellant's contention in its January 24, 2022, letter that the Project constitutes a "new" project not within the scope of that studied in the EIR is unfounded. As shown in the Addendum, and its supporting technical reports in the areas of air quality, greenhouse gas emissions, health risk assessment, trip generation memorandum, and vehicle miles traveled (VMT) analysis, Project impacts are not greater or more impactful than previously disclosed, analyzed, and approved in connection with Amendment No. 5 to the SLVNSP, including considering the addition of 154,990 square feet of high-cube cold storage warehouse use within the overall 619,959 square feet of industrial use. The Addendum and its supporting documentation expressly considered the use of high-cube cold storage industrial uses and found impacts to be within the scope of those analyzed in the EIR. The City Council expressly finds that the analysis contained in the Addendum and its supporting technical reports is credible, supported by facts, and constitutes substantial evidence.

N. The Appellant's contention in its January 24, 2022 letter that the EIR's analysis in the areas of transportation, air quality, greenhouse gas emissions, and noise is insufficient to apply to the Project is unfounded. The City Council finds that several of Appellant's contentions, including those set forth in the technical memoranda attached to their letter, are unfounded; rely on flawed assumptions (including but not limited to those related to horsepower, emission factors, and trip generation rates) leading to incorrect conclusions; are speculative (such as unsupported assumptions about the use of emergency diesel generators); or amount at most to a disagreement among experts, including over issues such as trip generation and trip lengths that were settled in the EIR and are now beyond challenge. A disagreement among experts is not a sufficient reason to set aside an EIR and a lead agency such as the City may choose to accept the determinations and conclusions in the EIR if they are supported by substantial evidence. (CEQA Guidelines Section 15151.) The City Council further finds that other of Appellant's contentions, such as that no vehicle miles traveled (VMT) analysis or noise impacts analysis have occurred, are factually incorrect and therefore lack foundation. The City Council also finds that other contentions, including those regarding the efficacy of mitigation measures imposed as part of Amendment No. 5 to the SLVNSP and its accompanying EIR, are time-barred and an impermissible collateral attack on the prior EIR. The City Council expressly finds that substantial evidence supports the conclusions in the certified EIR, and that no new

information has been presented to invalidate these conclusions.

O. The Appellant's contention in its January 24, 2022 and August 29, 2024, letters that a new cumulative impacts analysis was required is incorrect. The prior EIR included a cumulative impacts analysis; no such analysis is also required as a separate, standalone component of a determination that a subsequent EIR is not required.

P. The Appellant's contention in its January 24, 2022, letter that the City was required to separately notify South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board of the Project is incorrect. There is no obligation to notify other public agencies of an addendum or a determination that a project does not require additional environmental review. Furthermore, other public agencies were properly notified of the preparation of the prior EIR and then subsequently had the opportunity to comment on it. SCAQMD provided a comment on the notice of preparation of the EIR and then did not submit any comments on the EIR.

Q. The City Council finds, in the exercise of its independent judgment and based on substantial evidence in the whole of the record, that no further environmental review is required, including pursuant to Public Resources Code Section 21166, or CEQA Guidelines Sections 15162 or 15163, because (i) the Project will not have new or substantially more severe impacts than what was disclosed in the EIR; (ii) all applicable mitigation measures in the EIR remain applicable to the Project and are imposed on the Project as a condition of approval; and (iii) the Project will not require any new mitigation measures, all as documented in the Addendum. The Addendum and its supporting technical reports and memoranda constitute substantial evidence in support of the City Council's conclusion and findings. The City Council hereby adopts the Addendum.

R. The Community Development Director shall cause to be a filed a Notice of Determination for the Project in accordance with CEQA.

S. The custodian of records for the documents that constitute the record of proceedings upon which the City Council's decision is based is the City Clerk of the City of Banning. Those documents are available for public review in the Planning Division located at 99 E. Ramsey Street, Banning, California, 92220.

SECTION 3: **Tentative Parcel Map Findings**. Subsection (B) of Section 16.14.050 of the Banning Municipal Code provides that any action taken by the City Council with respect to Tentative Parcel Map No. 38164 shall be supported by the findings required by Sections 66427.1, 66473.5, 66474, 66474.1 and 66474.6 of the California Government Code and Section 21100 of the California Public Resources Code.

A. **Applicable Findings.** The City Council finds that Sections 66427.1 does not apply because this Project does not involve the conversion of residential real property into a condominium project, a community apartment project, or a stock cooperative project. The City Council also finds that Section 66474.1 does not apply because the City Council's action in this matter relates to a Tentative Parcel Map and not a Final Parcel Map. The City Council finds that the other sections noted in the introductory paragraph of this Section do apply to Tentative Parcel Map No. 38164. The following subsections are intended to provide the required findings in accordance with Government Code Sections 66473.5, 66474, and 66474.6 and Public Resources Code Section 21100.

B. Tentative Parcel Map No. 38164 is consistent with the goals, policies and programs of the City's General Plan and with the Sun Lakes Village North Specific Plan Amendment No. 5.

(1) The General Plan land use designations for the site are General Commercial and Business Park with a Specific Plan Overlay. The Specific Plan designations for the site are Business & Warehouse District and Retail and Service District. The Community Development Element of the General Plan provides that Specific Plan land use designations become the General Plan overlay land use designations in the Specific Plan area.

(2) Tentative Parcel Map No. 38164 will divide the existing 47.11-acre property into three parcels consistent with the land uses proposed to be developed on the site and consistent with the General Plan and Specific Plan land use designations, as more fully explained in the succeeding subsections below. The subsections provided in this Subsection (B) provide the findings required by Government Code Sections 66473.5 and 66474(a).

(3) The proposed Project consists of the development of an industrial warehouse building of 619,959 square feet of gross floor area, which includes 10,000 square feet of office and a separate parcel containing six (6) retail/commercial buildings totaling 34,000 square feet to the south varying in size from 1,600 square feet to 8,400 square feet.

(4) The Community Development Element of the General Plan contains goals, policies, and programs for the development of industrial, commercial, and residential uses. With respect to the industrial uses, the General Plan specifies the general goal that "A balanced mix of non-polluting industrial land uses which provide local jobs for the City's residents." The Project will provide a non-polluting industrial use and provide jobs for City residents. Specifically, the industrial portion of the Project is not an industrial factory and the uses within the buildings and the warehouse operation are subject to several mitigation measures that require the use of electrical hookups at loading docks (AQ- 3), truck idling limitations (AQ-4), the use of electric or natural gas service equipment to reduce fuel consumption and emissions (AQ-5) and a minimum of three (3) electric-vehicle charging stations. In addition, other mitigation measures are imposed on the Project during the grading and construction of the site, including the use of low VOC paint (AQ-1) and limitations on grading activities to ensure emissions do not exceed SCAQMD's significance thresholds. With these mitigation measures, the Project will not exceed local significance thresholds for emissions and ensure that the Project satisfies the non-polluting goal for industrial uses as provided in the General Plan.

(5) The Community Development Element of the General Plan contains several policies applicable to industrial development projects including: Policy 6 that provides that the land use map shall include sufficient industrial lands for manufacturing, warehousing and distribution, while carefully considering compatibility with adjacent lands; Policy 8 that provides that industrial lands shall be located on major roadways with good access to Interstate 10, to assure that potential traffic impacts associated with tractor-trailers are minimized; and Policy 10 that provides that the Zoning Ordinance shall include principles, design standards and guidelines which encourage development of high quality industrial

projects." The Project is consistent with Policy 6 because the size of the portion of the site designated for business and warehouse uses is relatively large (30.22 acres) and is appropriately located immediately adjacent to the I-10 freeway and the Southern Pacific Railroad line to the north of the Project site. In addition, the warehouse use is located on the portion of the site that will be screened and buffered from residential uses to the south and east by the retail and service buildings to be located in the Retail and Services District that exists between the residential uses in Sun Lakes to the south of Sun Lakes Boulevard and the industrial building and by the Office and Professional District uses in the future that will exist between the warehouse uses and the residential and assisted living uses to the east of the Project site. The Project is consistent with Policy 8 because it will be immediately adjacent to Interstate 10 on the north, and the lot configuration and access points into and out of the site are designed to provide for the minimum amount of travel distance on Sun Lakes Boulevard to Highland Springs Avenue and then onto Interstate 10 and eventually from Sun Lakes Boulevard to the Sunset Avenue and onto Interstate 10 when the Sun Lakes Boulevard extension is completed. Finally, the Project, as more fully explained in connection the Project's consistency with the Specific Plan includes a variety of design elements, setbacks, landscaping features that will provide a high quality industrial project.

(6) The Economic Development Element of the General Plan provides the goal for a balanced, broadly based economy that provides a full range of economic and employment opportunities, while maintaining high standards of development and environmental protection. The Project will increase the availability of job opportunities for not only warehouse employees but also retail and service based business opportunities. The Applicant has asserted that the Project would create as many as 722 local jobs in the City of Banning. The proposed development and buildings will improve the City's property tax base, boost sales tax, provide jobs and revenue for the City's economy. The Applicant has asserted that the Project would generate approximately $4,119,780 to the City in Development Impact Fees and as much as $325,000 in annual tax revenues to the City. The Project is also consistent with the following applicable Economic Development Element Policies: Policy 2 for the City to take a proactive role in the recruitment of new businesses that will generate and broaden employment opportunities, increase discretionary incomes and contribute to City General Fund Revenues; Policy 3 to encourage infill development that will increase the efficiencies of new utilities, infrastructure and public services; and Policy 9 which require development to be responsible for its fair share of on-site and off-site improvements. The Project will provide physical space for a large business or businesses to conduct warehouse uses in the City and spaces for up to six new retail and service uses to serve the immediate community and the City. These new businesses will provide a wide range of different job opportunities from warehouse jobs to office, retail and services jobs and thereby create the diverse job opportunities in the City that will provide opportunities for residents to find new jobs to increase their discretionary incomes. Overall, through property tax, economic activity and job creation, the Project is anticipated to contribute to the City's General Fund revenues in an amount of approximately $325,000 per year. The Project is an infill project using a long-standing vacant site for land uses on lots configured and planned to be appropriately sited between other existing uses and already served by existing streets, utilities and infrastructure. Finally, the project includes design features to

ensure all on-site amenities consistent with the City's development standards are paid for by the applicant and that fair share contributions in the form of payment of the City's applicable development impact fees are collected from the development.

(7) The Sun Lakes Village North Specific Plan Amendment No. 5 specifies Guiding Objectives for the development in the Specific Plan Area. Those Objectives are as follows: (1) Allow for a range of land uses that reflects current market conditions given the trend away from brick-and-mortar retail; (2) Respond to an increase in e-commerce, especially driven by the coronavirus pandemic; (3) Promote high quality development to safeguard the existing asset of Sun Lakes Country Club and other development in the vicinity; (4) Locate and design truck courts and semi-truck circulation to minimize impacts on surrounding land uses and development; and (5) Expand access to restaurants, shopping, and services for the nearby Sun Lakes Country Club Community. The proposed Project accomplishes all these Objectives by reflecting current real estate market trends toward more e- commerce uses which necessarily includes warehouse uses as a key component of the supply chain required for the storage, shipping and availability of e-commerce goods. The lot configuration locates truck courts and semi-truck circulation towards the interior and northerly portion of the site next to the Southern Pacific Railroad line and Interstate 10 and away from the residential uses in the Sun Lakes Country Club. The design elements and project conditions will ensure that the landscape features and design elements projects a high quality development to safeguard the quality of development within the Sun Lakes Country Club community. Finally, the Project will provide up to six sites and buildings for restaurants, shopping and services for the Sun Lakes Country Club Community within the Retail and Service District of the Project site that is located immediately north of Sun Lakes Boulevard and convenient to that Community.

(8) Tentative Parcel Map No. 38164 is consistent with the following goals, policies, and/or programs of the Noise Element of the City's General Plan:

(a) Policy 1 states that the City shall protect noise sensitive land uses, including residential neighborhoods, from potentially significant sources of community noise. The certified Program Environmental Impact Report ("PEIR") prepared for the Sun Lakes Village North Specific Plan Amendment No. 5 ("SLVNSP") states that the maximum base ambient noise level in Municipal Code Section 8.44.050 applicable to the Project is 75 dB(A) while existing ambient noise levels in the vicinity of the site range from 60.4 to 66.2 dB(A). The PEIR determined that construction noise from the Project site could be significant for the closest noise sensitive uses, which are the single-family homes located east of the Office & Professional District of the SLVNSP planning area and the senior apartments/assisted living/memory care residential facility located east of the planning area. The PEIR recommended Mitigation Measure NOI-1 to reduce this impact to less than significant levels. To minimize noise impacts of the proposed Tentative Parcel Map No. 38164, the applicant has been conditioned to implement Mitigation Measure NOI-1. PEIR Table 4.10-5 demonstrates that the proposed Tentative Parcel Map No. 38164 would not have significant operational traffic-related noise impacts on surrounding land uses.

(b) Program 1.B. states that the City shall maintain and enforce its Noise Control Ordinances that establish community-wide noise standards and identify measures designed to resolve noise complaints. The applicant has been conditioned to comply with the City's noise ordinances.

(9) The design and improvement of the subdivision proposed under Tentative Parcel Map No. 38164 is consistent with the Noise Element of the City's General Plan.

(a) Program 1.A. states that the City shall require building setbacks, the installation of wall and window insulation, soundwalls, earthen berms, and/or other mitigation measures in areas exceeding the City's noise limit standards for private development projects as they occur. As indicated in Table 13 (Operational Noise Level Compliance) of the Urban Crossroads Noise Study prepared for PEIR Addendum/Consistency Analysis, the proposed Tentative Parcel Map No. 38164 will not exceed the City's noise limit standards for private development projects.

Table 13: Operational Noise Level Compliance

Receiver Location[1]	Noise Levels (dBA L_{eq})[2]		Noise Standard (dBA L_{eq})		Exceeds Standard?[4]	
	Daytime	Nighttime	Daytime	Nighttime[3]	Daytime	Nighttime
R1	47.5	46.5	60	68.3	No	No
R2	38.4	37.4	60	60.4	No	No
R3	44.1	42.9	60	57.0	No	No
R4	45.8	44.5	60	64.5	No	No
R5	45.9	44.7	60	63.1	No	No

Source: Table 7-4, Urban Crossroads, February 2022 Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

(b) Policy 4 states that the City shall assure low levels of traffic within neighborhoods by assigning truck routes to major roadways only. The proposed Project will construct two (2) new access driveways on Sun Lakes Boulevard, which will be constructed to meet City standards and will have direct access to/from Interstate 10 via Highland Springs Avenue, a major roadway. The future extension of Sun Lakes Boulevard to the east may also provide for future access to/from Interstate 10 via Sunset Avenue, another major roadway. Exhibit 4 from the Urban Crossroads Traffic Assessment for the project, below, indicates truck trip distribution based on current truck route conditions:

EXHIBIT 4: PROJECT (INDUSTRIAL TRUCK) TRIP DISTRIBUTION



C. The design and improvement of the subdivision proposed under Tentative Parcel Map No. 38164 is consistent with the City's General Plan and the Sun Lakes Village North Specific Plan Amendment No. 5.

(1) The Tentative Parcel Map covers an area of approximately 47.11 acres and proposes to divide that area into three parcels to be consistent with the proposed land uses to be allowed on each of those parcels. Based on the findings contained in the subsections below, the design and improvement of the subdivision is consistent with the General Plan and the Sun Lakes Village North Specific Plan Amendment No. 5. The findings in the following subsections are intended to provide the analysis for approval of the Tentative Parcel Map under Government Code Section 66474 (b).

(2) The largest proposed parcel is 30.22 acres and is in the northwestern portion of the Map and is adjacent to backside of the Sun Lakes Village Shopping Center, the Southern Pacific Railroad and the Interstate-10 Freeway. This parcel is proposed for a warehouse building of approximately 619,959 square feet along with associated truck parking, loading, landscaping and other uses. The design of the subdivision to locate this large parcel closest to the Southern Pacific Railroad line and to Interstate 10 and then have this parcel improved with a warehouse and associated uses is consistent with the General Plan Policies 7 of the City's Industrial Land Use Goal which provides that there shall be sufficient lands for manufacturing, warehousing and distribution, while carefully considering compatibility with adjacent lands. Creating a parcel of 30.22 acres sufficient to accommodate the proposed warehouse building while at the same time placing that parcel closest to commercial uses to the west, a railroad line and Interstate 10 to the north, a future office building to the east and a new grouping of commercial retail and service buildings to the south, allows for the warehousing proposed uses farthest away from residential uses to the south and complies with this Policy of carefully considering compatibility with adjacent land uses. In addition, designing this subdivision to accommodate a warehouse building is consistent with Policy 8 which provides that industrial lands shall be located on major roadways with good access to Interstate 10, to assure that potential traffic impacts associated with

tractor- trailers are minimized. The design provides for access into and out of the site from Sun Lakes Boulevard to Highland Springs Avenue and onto Interstate 10.

(3) The second largest parcel is approximately 10.06 acres and is located on the eastern portion of the side and adjacent to an assisted living facility and residential units designed on smaller lots that are part of the Sun Lakes Country Club active adult/golf course community. On this lot, offices and professional uses are intended to be located but no development is currently proposed. This parcel is sufficient in size in terms of depth and width to accommodate a variety of building configurations that could be proposed on the site and meet all required development standards as set forth in Table 2 of the Sun Lakes Village North Specific Plan Amendment No. 5.

(4) The third and smallest parcel is approximately 6.83 acres and is located on the southern edge of the Map and adjacent to Sun Lakes Boulevard. On this lot, retail stores, restaurants and service uses are proposed as contemplated by the Sun Lakes Village North Specific Plan Retail and Service District designation for the site. This lot design will provide for up to six separate retail and service uses to not only serve the needs of the residential neighborhood to the south, but also provide a buffer and screen between those residential uses and the warehouse building north of that parcel.

(5) The Tentative Parcel Map is designed to meet City standards which provide satisfactory pedestrian and vehicular circulation, including emergency vehicle access. Specifically, Section 2.2.1.(Semi-Truck Access) of the Specific Plan identifies Sun Lakes Village Drive as an access point for semi-trucks to the Business & Warehouse District. Currently, the Sun Lakes Village Shopping Center utilizes Sun Lakes Village Drive for truck deliveries in both eastbound and westbound directions. Project's access points along Sun Lakes Boulevard have been evaluated and necessary driveway widening, adequate truck maneuvering, and signalized intersections have been provided as conditions of approval (See Street Improvement/Right of Way Conditions of approval, including Condition 27.) Additionally, the Project is located near Interstate 10 freeway which allows for ideal access to industrial-type lands and helps minimize potential traffic impacts, which is consistent with General Plan Policy Nos. 8 for the Industrial Goal of the Community Development Element.

D. The subject site is physically suitable for the type of development proposed under Tentative Parcel Map No. 38164.

(1) The Tentative Parcel Map covers an area of approximately 47.11 acres and proposes to divide that area into three parcels to be consistent with the proposed land uses to be allowed on each of those parcels. Based on the findings contained in the subsections below, the site contained within the boundaries of the Tentative Parcel Map is physically suitable for the type of development proposed pursuant to Tentative Parcel Map No. 38164. The findings in the following subsections are intended to provide the findings required by Government Code Section 66474(c).

(2) The largest proposed parcel is 30.22 acres and is in the northwestern portion of the Map and is adjacent to backside of the Sun Lakes Village Shopping Center, the Southern Pacific Railroad and the Interstate-10 Freeway. This parcel is

approximately 1,316,349 square feet in size, exceeds the minimum parcel size of 10,000 square feet, has a lot depth of 876 feet that exceeds the minimum required depth of 100 feet, has a lot width of 1,270 feet which exceeds the minimum lot width of 70 feet, and is large enough to accommodate the proposed development of a 619,959 square-foot warehouse building with associated truck access and parking areas, loading docks, employee parking and landscape areas. The proposed floor area ratio will be 47% of the site and less than the 55% maximum allowed for the parcel. The development will be set back 10 feet from the north and west property lines of the site, consistent with required development standards, and allow for building setbacks to far exceed the required setbacks from the rear (185 feet when 20 feet is required) the side (70 feet when 20 feet is required) and front (185 feet when 20 feet is required). The parcel is also sufficient to provide for 402 parking spaces when 360-362 parking spaces are required by the Specific Plan and Banning Municipal Code Chapter 17.28.

(3) The second largest parcel is approximately 10.06 acres and is located on the eastern portion of the side and adjacent to an assisted living facility and residential units designed on smaller lots that are part of the Sun Lakes Country Club active adult/golf course community. On this lot, offices and professional uses are intended to be located but no development is currently proposed. This parcel is sufficient in size in terms of depth and width to accommodate a variety of building configurations that could be proposed on the site and meet all required development standards as set forth in Table 2 of the Sun Lakes Village North Specific Plan Amendment No. 5.

(4) The third and smallest parcel is approximately 6.83 acres and is located on the southern edge of the Map and adjacent to Sun Lakes Boulevard. On this lot, retail stores, restaurants and service uses are proposed. This parcel is approximately 297,492 square feet in size, exceeds the minimum parcel size of 6,000 square feet, has a lot depth of 200 feet that exceeds the minimum required depth of 100 feet, has a lot width of 1,300 feet which exceeds the minimum lot width of 60 feet, and is large enough to accommodate the proposed development of six commercial buildings ranging size from 1,600 square feet to 8,400 square feet for a total of 34,000 square feet, along with associated utility, parking roadway, and landscaping improvements. The proposed floor area ratio will be approximately 11% of the site and less than the 60% maximum allowed for the parcel. The development will satisfy the 20 foot and 10-foot landscape setbacks from Sun Lakes Boulevard and the west project boundary, respectively, and allow for building setbacks to exceed the required setbacks from the rear (30 feet when 20 feet is required) the side (80 feet when 20 feet is required) and front (100 feet when 10 feet is required). The parcel is also sufficient to provide for 289 parking spaces (16 for the drive-thru and 273 for the retail) when a total of 146 are required by the Specific Plan.

(5) All three of the parcels are relatively flat and are designed to take vehicular access from access points along Sun Lakes Boulevard that are adequate in location, design and configuration for truck traffic into and out of the warehouse parcel, the office parcel and the retail and service use parcel. All three parcels are adjacent to Sun Lakes Boulevard to provide water, sewer and electricity to the site.

E. The site is physically suitable for the proposed-density of development under Tentative Parcel Map No. 38164.

(1) As noted in the preceding section D above, the Tentative Parcel Map covers an area of approximately 47.11 acres and proposes to divide that area into three parcels to be consistent with the proposed land uses to be allowed on each of those parcels. Based on the findings contained in the subsections below, the site contained within the boundaries of the Tentative Parcel Map is physically suitable for the density of development proposed pursuant to Tentative Parcel Map No. 38164. The findings in the following subsections are intended to provide the findings required by Government Code Section 66474(d).

(2) The largest proposed parcel is 30.22 acres and is in the northwestern portion of the Map and is adjacent to backside of the Sun Lakes Village Shopping Center, the Southern Pacific Railroad and the Interstate-10 Freeway. This parcel is approximately 1,316,349 square feet in size and is large enough to accommodate the proposed development of a 619,959 square- foot warehouse building with associated truck access and parking areas, loading docks, employee parking and landscape areas. The proposed floor area ratio will be 47% of the site and less than the 55% maximum allowed for the parcel. The development will include landscape setbacks 10 feet from the north and west property lines of the site, consistent with required development standards, and allow for building setbacks to far exceed the required setbacks from the rear (185 feet when 20 feet is required) the side (70 feet when 20 feet is required) and front (185 feet when 20 feet is required). The parcel is also sufficient to provide for 402 parking spaces when 360-362 parking spaces are required by the Specific Plan and Banning Municipal Code Chapter 17.28. By achieving or exceeding all development standards, the density of the proposed development is suitable for the proposed site.

(3) The second largest parcel is approximately 10.06 acres and is located on the eastern portion of the side and adjacent to an assisted living facility and residential units designed on smaller lots that are part of the Sun Lakes Country Club active adult/golf course community. On this lot, offices and professional uses are intended to be located but no development is currently proposed. This parcel is sufficient in size in terms of depth and width to accommodate a variety of building configurations that could be developed up to the 60% floor area of the site allowed on the parcel and large enough so that it could meet all required development standards as set forth in Table 2 of the Sun Lakes Village North Specific Plan Amendment No. 5.

(4) The third and smallest parcel is approximately 6.83 acres and is located on the southern edge of the Map and adjacent to Sun Lakes Boulevard. On this parcel, retail stores, restaurants and service uses are proposed. This parcel is approximately 297,492 square feet in size and is large enough to accommodate the proposed development of six commercial buildings ranging size from 1,600 square feet to 8,400 square feet for a total of 34,000 square feet, along with associated utility, parking roadway, and landscaping improvements. The proposed floor area ratio will be approximately 11% of the site and less than the 60% maximum allowed for the parcel. The development will satisfy the 20 foot and 10-foot landscape setbacks from Sun Lakes Boulevard and the west project boundary, respectively, and allow for building setbacks to exceed the required setbacks from the rear (30 feet when 20 feet is required) the side (80 feet when 20 feet is required) and front (100 feet when 10 feet is required). The parcel is also sufficient to provide for 289 parking spaces (16 for the drive-thru and 273 for the retail) when a total of

146 are required by the Specific Plan.

F. The design of the subdivision and improvements proposed under Tentative Parcel Map No. 38164 are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

(1) As previously discussed in the findings contained in Subsection B of this Section 3, Tentative Parcel Map No. 38164 is consistent with the Sun Lakes Village North Specific Plan Amendment No. 5. That Specific Plan was analyzed in the previously certified EIR for the Sun Lakes North Specific Plan Amendment No. 5. As previously discussed in Section 2 of this Resolution, which findings are incorporated herein by this reference as if fully set forth herein, and as demonstrated by the Addendum referred to in that Section, the EIR disclosed and evaluated all potential environmental impacts related to the development of the Project site with the current land uses. The EIR found no significant and unavoidable impacts to any biological resources, and the Addendum found that no new or substantially greater impacts would occur pursuant to the Project. A condition of the Tentative Map approval imposes all mitigation measures set forth in the Mitigation Monitoring and Reporting Program that was adopted with the Sun Lakes Village North Specific Plan Amendment No. 5. Based on the imposed mitigation measures, the environmental impacts arising from the design and improvement of the Tentative Parcel Map will be mitigated to a level less than significance to not cause substantial environmental damage within the meaning of subsection (e) of Government Code Section 66474 and Public Resources Code Section 21100.

(2) The site is currently vacant and does not contain any significant vegetation or habitat for wildlife. The site is not located within any Multiple Habitat Conservation Plan (MSHCP) Criteria Cell or subunit which indicates that this site contains no endangered, threatened, or listed species of plant or animal, or its habitat, on the site. The site is not mapped within an area where additional surveys are required for any amphibian, mammal or other criteria species. There is no evidence that vernal pool complex, similar bodies of water, or conditions suitable for forming such bodies of water exist on the site. The site is not within or adjacent to any MSHCP Conservation Areas. The site is mapped within a Borrowing Owl required habitat and a pre-construction Burrowing Owl Survey and a Nesting Bird Survey are imposed as mitigation measures for this Project (BIO-1 and BIO-2). Finally, the site is mapped within a Narrow Endemic Plant Species required habitat suitability assessment survey area and an assessment was performed that determined that the site did not provide suitable habitat for the San Diego ambrosia, Brand's phacelia and the San Miguel Savory. In addition, the site does not show any existing trees on site, but even it if did, BIO-3 would require replacement of such trees. Therefore, based on these findings and with the imposition of BIO-1 through BIO-3, potential impacts to biological resources will be mitigated to less than significance so as not to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat within the meaning of subsection (e) of Government Code Section 66474 and Public Resources Code Section 21100.

G. The design of the subdivision and improvements proposed under Tentative Parcel Map No. 38164 are not likely to cause serious health problems.

(1) Based on the warehouse building proposed to be developed on the site, and pursuant to Mitigation Measure AQ-7, a diesel health risk assessment was prepared which is attached to the Addendum document as Appendix B to that document. That analysis evaluated the potential mobile source health risk impacts to receptors (residents or workers) associated with the development of the Project. Health risk exposures were modeled in accordance with the guidelines in the SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis. SCAQMD recommends using the Environmental Protection Agency's (U.S. EPA's) AERMOD model which has been employed accordingly. Risk calculations were conducted consistent with the Office of Environmental Health Hazards Assessment (OEHHA)'s 2015 Risk Assessment Guidelines. Detailed health risk modeling results are presented at Appendix B to this Memorandum. The analysis also evaluated potential health risk impacts that could result from exposure to Toxic Air Contaminants (TACs), including diesel particulate matter (DPM) generated by heavy-duty diesel trucks from on-site idling, on-site travel, and off-site travel. The modeled source area is shown in Exhibit D to the Appendix B of the Addendum Document. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to the Project is estimated at 1.32 in one million, which is less than the SCAQMD threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable SCAQMD threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk at any potentially affected receptors within the meaning of subsection (f) of Government Code Section 66474.

(2) As noted in prior subsections, the design of proposed Tentative Parcel Map No. 38164 is in conformance with the City's General Plan, the Sun Lakes North Specific Plan Amendment No. 5 and the certified EIR. The Project has been conditioned to comply with all applicable Specific Plan requirements and requirements of the City's ordinances, codes, and standards including, but not limited to, the California Uniform Building Code, the City's Ordinances relating to Stormwater runoff management and controls. In addition, the design and construction of all improvements for the subdivision has been conditioned to be in conformance with adopted City street and public works standards. Based on the project design and its conformity to these standards, the design of the subdivision and its improvements are not likely to cause serious health problems within the meaning of subsection (f) of Government Code Section 66474.

H. The design of the subdivision and improvements proposed under Tentative Parcel Map No. 38164 will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

Other than easements for City of Banning water, sewer and electrical utilities, Southern California Edison, no easements of record or easements established by judgement of a court of competent jurisdiction for public access across the site have been disclosed in a search of the title records for the site and the City does not otherwise have any constructive or actual knowledge of any other such easements. Accordingly, the Parcel Map will not conflict with easements or access through the property within the meaning of subdivision (g) of Government Code Section 66474.

I. The design of the proposed Tentative Parcel Map No. 38164 provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the

subdivision.

Tentative Parcel Map No. 38164 does not propose any design features that would conflict with future passive or natural heating or cooling opportunities.

J. The discharge of waste from the proposed subdivision into an existing community sewer system would not result in a violation of existing requirements imposed by the California Regional Water Quality Control Board.

The discharge of sewage from the site will occur through a sewer connection within Sun Lakes Boulevard and proceed through a series of sewer pipes to the City's wastewater treatment plant in the southeast corner of the City. In connection with the approval of the Project, the applicant is required to obtain all necessary clearances and permits from the California Water Quality Control Board for the Colorado River Basin (Condition 20 (d)). With the design of the Project and Map and compliance with this condition, the discharge of waste into the City's sewer system will not result in a violation of Regional Water Quality Control Board requirements within the meaning of Government Code Section 66474.6.

SECTION 4: **Design Review Approval Findings.** Section 17.56.050 of the City of Banning Municipal Code requires that applications for Design Review approval satisfy certain specified findings and criteria. The City Council makes the following findings to approve Design Review 21-7008:

A. The proposed project is consistent with the General Plan.

(1) The General Plan land use designations for the site are General Commercial and Business Park with a Specific Plan Overlay. The Specific Plan designations for the site are Business & Warehouse District and Retail and Service District. The Design Review application seeks approval of buildings and improvements for development of an industrial warehouse building of 619,959 square feet of gross floor area, which includes 10,000 square feet of office and a separate parcel containing six (6) retail buildings totaling 34,000 square feet to the south varying in size from 1,600 square feet to 8,400 square feet.

(2) The Community Development Element of the General Plan contains goals, policies and programs for the development of industrial, commercial and residential uses. With respect to the industrial uses, the General Plan specifies the general goal that "A balanced mix of non-polluting industrial land uses which provide local jobs for the City's residents." The project will provide a non-polluting industrial use and provide jobs for City residents. Specifically, the industrial portion of the project is not an industrial factory and the uses within the buildings and the warehouse operation are subject to several mitigation measures that require the use of electrical hookups at loading docks (AQ- 3), truck idling limitations (AQ-4), the use of electric or natural gas service equipment to reduce fuel consumption and emissions (AQ-5) and a minimum of three (3) electric-vehicle charging stations. In addition, other mitigation measures are imposed on the Project during the grading and construction of the site, including the use of low VOC paint (AQ-1) and limitations on grading activities to ensure emissions do not exceed SCAQMD's significance thresholds. With these mitigation measures the project will not exceed local significance thresholds for emissions and ensure that the Project satisfies the

non-polluting goal for industrial uses as provided in the General Plan.

(3) The Community Development Element of the General Plan contains several policies applicable to industrial development projects including: Policy 6 that provides that the land use map shall include sufficient industrial lands for manufacturing, warehousing and distribution, while carefully considering compatibility with adjacent lands; Policy 8 that provides that industrial lands shall be located on major roadways with good access to Interstate 10, to assure that potential traffic impacts associated with tractor-trailers are minimized; and Policy 10 that provides that the Zoning Ordinance shall include principles, design standards and guidelines which encourage development of high quality industrial projects." The Project is consistent with Policy 6 because the size of the portion of the site designated for business and warehouse uses is relatively large (30.22 acres) and is appropriately located immediately adjacent to the I-10 freeway and the Southern Pacific Railroad line to the north of the Project site. In addition, the warehouse use is located on the portion of the site that will be screened and buffered from residential uses to the south and east by the retail and service buildings to be located in the Retail and Services District that exists between the residential uses in Sun Lakes to the south of Sun Lakes Boulevard and the industrial building and by the Office and Professional District uses in the future that will exist between the warehouse uses and the residential and assisted living uses to the east of the Project site. The Project is consistent with Policy 8 because it will be immediately adjacent to Interstate 10 on the north, and the lot configuration and access points into and out of the site are designed to provide for the minimum amount of travel distance on Sun Lakes Boulevard to Highland Springs Avenue and then onto Interstate 10 and eventually from Sun Lakes Boulevard to the Sunset Avenue and onto Interstate 10 when the Sun Lakes Boulevard extension is completed. Finally, the Project, as more fully explained in connection the Project's consistency with the Specific Plan includes a variety of design elements, setbacks, landscaping features that will provide a high quality industrial project.

(4) The Economic Development Element of the General Plan provides the goal for a balanced, broadly based economy that provides a full range of economic and employment opportunities, while maintaining high standards of development and environmental protection. The Project will increase the availability of job opportunities for not only warehouse employees but also retail and service based business opportunities. The proposed development and buildings will improve the City's property tax base, boost sales tax, provide jobs and revenue for the City's economy. The Project is also consistent with the following applicable Economic Development Element Policies: Policy 2 for the City to take a proactive role in the recruitment of new businesses that will generate and broaden employment opportunities, increase discretionary incomes and contribute to City General Fund Revenues; Policy 3 to encourage infill development that will increase the efficiencies of new utilities, infrastructure and public services; and Policy 9 which require development to be responsible for its fair share of on-site and off- site improvements. The Project will provide physical space for a large business or businesses to conduct warehouse uses in the City and spaces for up to six new retail and service uses to serve the immediate community and the City. These new businesses will provide a wide range of different job opportunities from warehouse jobs to office, retail and services jobs and thereby create the diverse job

opportunities in the City that will provide opportunities for residents to find new jobs to increase their discretionary incomes. Overall, through property tax, economic activity and job creation, these Project will contribute to General Fund revenues. The Project is an infill project using a long- standing vacant site for land uses on lots configured and planned to be appropriately sited between other existing uses and already served by existing streets, utilities and infrastructure. Finally, the project includes design features to ensure all on-site amenities consistent with the City's development standards are paid for by the applicant and that fair share contributions in the form of payment of the City's applicable development impact fees are collected from the development.

(5) The proposed project is consistent with the following goals, policies, and/or programs of the Noise Element of the City's General Plan:

(a) Policy 1 states that the City shall protect noise sensitive land uses, including residential neighborhoods, from potentially significant sources of community noise. The certified PEIR prepared for the SLVNSP states that the maximum base ambient noise level in Municipal Code Section 8.44.050 applicable to the Project is 75 dB(A) while existing ambient noise levels in the vicinity of the site range from 60.4 to 66.2 dB(A). The PEIR determined that construction noise from the Project site could be significant for the closest noise sensitive uses, which are the single-family homes located east of the Office & Professional District of the SLVNSP planning area and the senior apartments/assisted living/memory care residential facility located east of the planning area. The PEIR recommended Mitigation Measure NOI-1 to reduce this impact to less than significant levels. To minimize noise impacts of the proposed Tentative Parcel Map No. 38164, the applicant is conditioned to implement Mitigation Measure NOI-1. PEIR Table 4.10-5 demonstrates that the proposed Tentative Parcel Map No. 38164 would not have significant operational traffic-related noise impacts on surrounding land uses.

(b) Program 1.A. states that the City shall require building setbacks, the installation of wall and window insulation, soundwalls, earthen berms, and/or other mitigation measures in areas exceeding the City's noise limit standards for private development projects as they occur. As indicated in Table 13 (Operational Noise Level Compliance) of the Urban Crossroads Noise Study prepared for PEIR Addendum/Consistency Analysis, the proposed Tentative Parcel Map No. 38164 will not exceed the City's noise limit standards for private development projects.

Table 13: Operational Noise Level Compliance

Receiver Location[1]	Noise Levels (dBA L_{eq})[2]		Noise Standard (dBA L_{eq})		Exceeds Standard?[4]	
	Daytime	Nighttime	Daytime	Nighttime[3]	Daytime	Nighttime
R1	47.5	46.5	60	68.3	No	No
R2	38.4	37.4	60	60.4	No	No
R3	44.1	42.9	60	57.0	No	No
R4	45.8	44.5	60	64.5	No	No
R5	45.9	44.7	60	63.1	No	No

Source: Table 7-4, Urban Crossroads, February 2022 Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

(c) Program 1.B. states that the City shall maintain and enforce its Noise Control Ordinances that establish community-wide noise standards and identify measures designed to resolve noise complaints. The approval of the proposed project has been conditioned to comply with the City's noise ordinances.

(d) Policy 4 states that the City shall assure low levels of traffic within neighborhoods by assigning truck routes to major roadways only. The proposed Project will construct two (2) new access driveways on Sun Lakes Boulevard, which will be constructed to meet City standards and will have direct access to/from Interstate 10 via Highland Springs Avenue, a major roadway. The future extension of Sun Lakes Boulevard to the east may also provide for future access to/from Interstate 10 via Sunset Avenue, another major roadway. Exhibit 4 from the Urban Crossroads Traffic Assessment for the project, below, indicates truck trip distribution based on current truck route conditions:

EXHIBIT 4: PROJECT (INDUSTRIAL TRUCK) TRIP DISTRIBUTION



B. The proposed project is consistent with the Zoning Ordinance, including the development standards and guidelines for the district in which it is located.

(1) The Sun Lakes Village North Specific Plan Amendment No. 5, which was incorporated into the Zoning Ordinance as Section 17.96 by way of Ordinance No. 1591, provides the development standards and guidelines for the proposed Project site. The Specific Plan provides Guiding Objectives for the development in

the Specific Plan Area. Those Objectives are as follows: (1) Allow for a range of land uses that reflects current market conditions given the trend away from brick-and-mortar retail; (2) Respond to an increase in e-commerce, especially driven by the coronavirus pandemic; (3) Promote high quality development to safeguard the existing asset of Sun Lakes Country Club and other development in the vicinity; (4) Locate and design truck courts and semi-truck circulation to minimize impacts on surrounding land uses and development; and (5) Expand access to restaurants, shopping, and services for the nearby Sun Lakes Country Club Community. The proposed Project accomplishes all these Objectives by reflecting current real estate market trends toward more e- commerce uses which necessarily includes warehouse uses as a key component of the supply chain required for the storage, shipping and availability of e-commerce goods. The proposed Project locates truck courts and semi-truck circulation towards the interior and northerly portion of the site next to the Southern Pacific Railroad line and Interstate 10 and away from the residential uses in the Sun Lakes Country Club. The design elements and project conditions will ensure that the landscape features and design elements projects a high quality development to safeguard the quality of development within the Sun Lakes Country Club community. Finally, the Project will provide up to six sites and buildings for restaurants, shopping and services for the Sun Lakes Country Club Community within the Retail and Service District of the Project site that is located immediately north of Sun Lakes Boulevard and convenient to that Community.

(2) As proposed, the Project meets all required development standards as outline in Section 3.1 (Development Standards) of the Sun Lakes Village North Specific Plan (SLVNSP). These include such requirements as setback, height, landscaping, parking, etc. Additionally, the Project meets those Design Guidelines outlined in Section 3.2 of the SLVNSP with regard to such elements as architectural articulation, blended use of building materials, and fenestration treatment. Therefore, the Project meets the City's Zoning Ordinance development standards and design guidelines, as more fully explained in the following subsections.

(3) The warehouse building is proposed to be located on a 30.22- acre parcel located in the northwestern portion of the Project site and is adjacent to backside of the Sun Lakes Village Shopping Center, the Southern Pacific Railroad and the Interstate-10 Freeway. This parcel is entirely within the Business and Warehouse District of the Specific Plan which allows for a variety of warehouse uses as permitted uses in that District. The parcel on which the warehouse building will be located is approximately 1,316,349 square feet in size and is large enough to accommodate the proposed development of a 619,959 square- foot warehouse building with associated truck access and parking areas, loading docks, employee parking and landscape areas. The proposed floor area ratio will be 47% of the site and less than the 55% maximum allowed for the parcel. The development will include landscape setbacks 10 feet from the north and west property lines of the site, consistent with required development standards, and allow for building setbacks to far exceed the required setbacks from the rear (185 feet when 20 feet is required) the side (70 feet when 20 feet is required) and front (185 feet when 20 feet is required). The parcel is also sufficient to provide for 402 parking spaces when 360-362 parking spaces are required by the Specific Plan and Banning Municipal Code Chapter 17.28. By achieving or exceeding all development

standards, the proposed warehouse component of the Project satisfies the finding that the Project is consistent with the applicable development standards.

(4) The retail and service buildings are proposed to be located on an approximate 6.83-acre parcel that is located on the southern edge of the Project Site and adjacent to Sun Lakes Boulevard. This parcel is entirely within the Retail and Service District of the Specific Plan which allows for a variety of retail, restaurant and service uses as permitted uses in that District. On this parcel, retail stores, restaurants and services buildings are proposed. This parcel is approximately 297,492 square feet in size and is large enough to accommodate the proposed development of six commercial buildings ranging size from 1,600 square feet to 8,400 square feet for a total of 34,000 square feet, along with associated utility, parking roadway, and landscaping improvements. The proposed floor area ratio will be approximately 11% of the site and less than the 60% maximum allowed for the parcel. The development will satisfy the 20 foot and 10-foot landscape setbacks from Sun Lakes Boulevard and the west project boundary, respectively, and allow for building setbacks to exceed the required setbacks from the rear (30 feet when 20 feet is required) the side (80 feet when 20 feet is required) and front (100 feet when 10 feet is required). The proposed Project will provide for 289 parking spaces (16 for the drive-thru and 273 for the retail) when a total of 146 are required by the Specific Plan.

(5) The proposed project is consistent with the Noise Ordinance. As detailed in the Urban Crossroads Noise Study prepared for PEIR Addendum/Consistency Analysis, the proposed project will not exceed an ambient noise level of 75 dB(A), as required under Banning Municipal Code ("BMC") Section 8.44.050. As detailed in the Urban Crossroads Noise Study prepared for PEIR Addendum/Consistency Analysis, the proposed project will not exceed the maximum exterior noise levels required of nonresidential uses. Further, the project has been conditioned to comply with all applicable noise standards set forth in BMC Section 8.44.090 and the Sun Lakes North Village Specific Plan Amendment No. 5 and mitigation measures imposed under the PEIR.

C. The design and layout of the proposed project will not unreasonably interfere with the use and enjoyment of neighboring existing or future development and will not result in vehicular and/or pedestrian hazards.

(1) The design and layout of the proposed Project places the warehouse use on the largest of the three parcels (30.22 acres) and appropriately locates that parcel and warehouse building and associated uses immediately adjacent to the I-10 freeway and the Southern Pacific Railroad line to the north of the Project site. In addition, the warehouse use is located on the portion of the site that will be screened and buffered from residential uses to the south and east by the retail and service buildings to be located in the Retail and Services District that exists between the residential uses in Sun Lakes Golf Course Community that lies south of Sun Lakes Boulevard and the industrial building and by the Office and Professional District uses in the future that will exist between the warehouse uses and the residential and assisted living uses to the east of the Project site. In addition, the warehouse building will back up against the rear of the Sun Lakes Village Shopping Center buildings rather than facing those Shopping Center buildings. By this design of the location of the warehouse building, the Project is not anticipated to unreasonably

interfere with the use and enjoyment of neighboring uses and future development.

(2) The proposed Project locates truck courts and semi-truck circulation towards the interior and northerly portion of the site next to the Southern Pacific Railroad line and Interstate 10 and away from the residential uses in the Sun Lakes Country Club. The lot configuration and access points into and out of the site are designed to provide for the minimum amount of travel distance on Sun Lakes Boulevard to Highland Springs Avenue and then onto Interstate 10 and eventually from Sun Lakes Boulevard to the Sunset Avenue and onto Interstate 10 when the Sun Lakes Boulevard extension is completed. Sun Lakes Boulevard is a Major Highway between Highland Springs Avenue to Highland Home Road with adequate capacity for truck and automobile traffic volumes for commercial and industrial purposes. Signalized intersections are proposed to be installed at Highland Springs/Sun Lakes Boulevard and at Sun Lakes Boulevard/Country Club Drive to ensure safe pedestrian and vehicular crossing along Sun Lakes Boulevard. For these reasons, the development will not result in vehicular or pedestrian hazard.

D. The design of the proposed project is compatible with the character of the surrounding neighborhood.

(1) As explained in Subsection (C) above, the warehouse building and associated uses will be surrounded by compatible uses. The entire northern boundary of the site on which the warehouse building will be located is bounded by the Southern Pacific Railroad line and then Interstate 10. Locating a warehouse building up against that rail line and freeway corridor is entirely appropriate and compatible with transportation uses that occur on that rail line and freeway corridor. To the west of the warehouse building is the backside of the Sun Lakes Village Shopping Center. This is commercial development project that will shield the warehouse building from persons coming to and from that Shopping Center. Locating the warehouse building behind a commercial shopping center building will not interfere with the use of that Shopping Center and is compatible with that use. To the south of the warehouse building is the Retail and Service District of the Specific Plan. On that site there will be shops, restaurants and services businesses along with a parking lot. Located the warehouse to the rear of and on the backside of these retail and service buildings will not interfere with those retail and service business and is compatible with those uses. Finally, most of the easterly side the warehouse parcel will be adjacent to a currently vacant parcel that is proposed for office and professional uses. That future office and professional development on that easterly parcel will provide substantial screening and buffering of the residential and assisted living uses to the east of the warehouse building. In addition, a landscape buffer along the entire easterly edge of the Project site will further screen the warehouse use from those other easterly uses. Finally, the placement of the warehouse building and associated uses on this site will mean that the warehouse building and truck uses on that site will be more than 800 feet from the northern boundary of the Sun Lakes Country Club residential community. For all these reasons, the design of the project to place and develop a warehouse building and use on the rear of the Project site and as buffered by the other buildings and uses surrounding that site, provides that it will be compatible with the character of the surrounding neighborhood.

(2) As noted in part (1) of this Subsection (D) above, the proposed retail, restaurant and service buildings to be located on the southerly parcel of the proposed development will be situated between Sun Lakes Boulevard on the south and the industrial warehouse building on the north. In addition, to the proposed landscaping along the frontage of Sun Lakes Boulevard, these retail, restaurant and service buildings and uses will function as a visual and physical buffer from the Sun Lakes Country Club residents on the south side of Sun Lakes Boulevard, the closest of which is approximately 800 feet away from the proposed industrial building. These proposed retail, restaurant and services uses in proximity of existing adjacent residential uses will also be similar to the uses in the existing commercial/retail uses in the Sun Lakes Village Shopping Center. These buildings and uses will provide needed retail, restaurant and service uses for the residents of the Sun Lakes Country Club community. For these reasons, the Project's proposed uses on the Retail and Service District parcel will be compatible with the surrounding neighborhood.

SECTION 5: Project Approval and Denial of Appeal. Based upon the findings and conclusions set forth in Sections 1 through 4 above, and all of the evidence (both written and oral) in the record, this City Council hereby approves Tentative Parcel Map No. 38164; denies the Appeal of the Planning Commission's approval of Design Review No. 21-7008, thereby upholding approval of Design Review No. 21-7008; and imposes all of the Conditions of Approval set forth on Exhibit A to this Resolution, which are hereby incorporated herein by this reference.

SECTION 6: Certification. The City Clerk shall certify to the adoption of this Resolution.

SECTION 7: Effect. This Resolution shall take effect immediately upon its adoption.

SECTION 8: Judicial Review. The time within which judicial review, if available, of this decision must be sought is governed by California Code of Civil Procedure Section 1094.6, unless a shorter time is provided by other applicable law. The City Clerk shall mail by first class mail, postage prepaid, a certified copy of this Resolution and a copy of the affidavit or certificate of mailing to the Appellant, Applicant, and any other persons or entities requesting notice of determinations related to the decision.

PASSED, APPROVED AND ADOPTED this 10th day of September 2024.

Alberto Sanchez, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

Serita R. Young, City Attorney
Richards, Watson & Gershon

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2024-149, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 10th day of September 2024 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

City of Banning
Community Development Department
Conditions of Approval

PROJECT: Design Review No. 21-7008 & Tentative Parcel Map No. 38164 (TPM 21-4001)
SUBJECT: Conditions of Approval (City Council Resolution 2024-149)
APPLICANT: Pamela Steele, MIG, Inc.
LOCATION: North of Sun Lakes Boulevard, east of Highland Springs Avenue, south of Interstate 10, and west of Highland Home Road in the Sun Lakes Village North Specific Plan (APN 540-180-055)

EXHIBIT A
To City Council Resolution 2024-149

*** All fair share agreements, covenant agreements and agreements subject to recordation will be subject to review and approval by the City Attorney and will include appropriate enforcement provisions by the City and be properly securitized.**

Community Development Department

A. GENERAL REQUIREMENTS:

1. The project shall always comply with all federal, state, County and City laws, codes, regulations, and standards, including those that relate to hazardous materials.

2. All activities undertaken in connection with the development and operation of the project that is approved by Tentative Parcel Map No. 38164 and Design Review No. 21-7008 shall be subject to and shall comply with all Mitigation Measures contained in the Final EIR for the Sun Lakes Village North Specific Plan Amendment No. 5 (SCH No. 20200029074) and the Mitigation Monitoring and Reporting Program (MMRP) adopted in connection with the approval of the Sun Lakes Village North Specific Plan Amendment No. 5.

3. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, lawsuits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to, arbitrations, mediations, and other such procedures) (collectively “Actions”), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such actions are brought under the California Environmental Quality Act (CEQA), State Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City’s defense, and that

applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.

4. Approval of this entitlement shall not waive compliance with any sections of the Banning Municipal Code (BMC), other applicable City ordinances, in effect at the time of building permit issuance.

5. The Project permitted under Design Review 21-7008 & Tentative Parcel Map 21-4001 shall commence construction within two (2) years from the date of this approval, or the Design Review shall become null and void. Additionally, if after commencement of construction, activities are discontinued for a period of one (1) year, the Design Review approval shall become null and void. The Community Development Director may, upon a written application being filed 30 days prior to expiration and for good cause, grant a onetime extension not to exceed 12 months. Upon granting of an extension, the Community Development Director shall ensure that the Design Review complies with all current provisions of Title 17 of the Banning Municipal Code.

6. A copy of the signed Resolution of approval and all Conditions of Approval imposed on the Design Review shall be reproduced in legible form on the improvement plans submitted for review and approval as required by the reviewing department.

7. Prior to any occupancy/use of the project site, or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Community Development Director.

8. A trash enclosure shall be provided with three decorative walls, enhanced wall caps, a pedestrian entrance, a gate, and a structural steel cover, in a style compatible with the structure's architecture. The gate shall be maintained in working order and shall remain closed except when in use.

9. Exterior lighting shall be shielded or recessed so that light is contained within the boundaries of the parcel on which the lighting is located. All lighting shall be directed downward and away from adjoining properties and public rights-of-way.

10. Any roof-mounted equipment or utility equipment on the side of the structure, or on the ground, shall not be visible from adjacent properties, the public right-of-way, or the parking lot. Any architectural screening that is proposed to shield the roof-mounted equipment shall be compatible in terms of colors and materials of the building. Landscape screening for ground mounted equipment shall be of sufficient size and quantity to fully screen the equipment.

11. Storage use and removal of toxic substances, solid waste, and flammable liquids shall conform to all applicable federal, state, and local regulations. All required licensing shall always be maintained in good order. Lapse or revocation of any required license shall result in the voiding of the Business License.

12. a. Prior to the issuance of the Temporary Certificate of Occupancy for the warehouse building the developer shall install all landscaping specified for the retail service district pursuant to city approved landscape plans.

b. A complete landscape/irrigation package prepared by a landscape architect licensed by the State of California shall be reviewed and approved by the Planning Division prior to issuance of building permit. The plans shall include the following elements:

A. Water conservation concept statement.
B. Calculation of maximum applied water allowance.
C. Calculation of estimated total water use.
D. Landscape design plan.
E. Irrigation design plan.
F. Certificate of substantial completion.
G. The landscape plan shall demonstrate compliance with Zoning Ordinance requirements related to minimum dimensions and percentages of landscaping in parking areas, including required front yard setback landscaping.

13. The subject property shall be developed and maintained in accordance with the site plans stamped approved by the City and on file in the Planning Division, the conditions contained herein, and the applicable regulations within the Banning Municipal Code.

14. If human remains are encountered during grading and other construction excavation, the developer/owner shall stop/cease work in the immediate vicinity and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5.

15. Trash collection shall occur between the hours of 8:00 a.m. and 6:00 p.m. only.

16. All graffiti shall be removed immediately or within 24 hours of notice from the City.

17. Hours of operation shall be no earlier than 7:00 a.m. and no later than 10:00 p.m.

18. Commercial zoning districts shall be permitted wall signs per the area of the wall (length times height of the wall). The area devoted to such signs shall not exceed twenty percent of the wall area. All parts, portions, and materials shall be maintained and kept in good repair. The display surface of all signs shall be kept clean, neatly painted, and free from rust and corrosion. Any cracked, broken surfaces, malfunctioning lights, missing sign copy or other unmaintained or damaged portion of a sign shall be repaired or replaced within thirty calendar days following notification by the City.
19. Pedestrian walkways should not intersect the drive-through aisles, but where they do, they shall have clear visibility, and they must be emphasized by enriched paving or striping.

PUBLIC WORKS DEPARTMENT:

20. A Public Works Permit shall be required prior to commencement of any work within the public right-of-way. The contractor working within the public right-of-way shall submit proof of a Class “A” State Contractor’s License, City of Banning Business License, and Liability Insurance. Any existing public improvements, or public improvements not accepted by the City that are damaged during construction shall be removed and replaced as determined by the City Engineer or his/her representative

.

21. Prior to the issuance of any grading, construction, or public works permit by the City, the applicant shall obtain any necessary clearances and/or permits from the following agencies:

A. Fire Marshal (access)
B. Public Works Department (grading permits, street improvement permits)
C. Riverside County Flood Control & Water Conservation District (storm drain)
D. California Regional Water Quality Control Board Colorado River Basin (RWQCB)
E. South Coast Air Quality Management District (SCAQMD)

22. The applicant is responsible for meeting all requirements of permits and/or clearances from the above listed agencies. When the requirements include approval of improvement plans, the applicant shall furnish proof of such approvals when submitting improvements plans to the City.

23. The following improvement plans shall be prepared by a Civil Engineer licensed by the State of California and submitted to the Engineering Division for review and approval. A separate set of plans shall be prepared for each line item listed below. Unless otherwise authorized in writing by the City Engineer, the plans shall utilize the minimum scale specified and shall be drawn on 24" x 36" Mylar film. Plans may be prepared at a larger scale if additional detail or plan clarity is desired (Note: the applicant may be required to prepare other improvement plans not listed here pursuant to improvements required by other agencies and utility purveyors):

a. Rough Grading Plans — 1" = 40' horizontal
A. (All Conditions of Approval shall be reproduced
B. on last sheet of set)

b. Haul Route Plans — 1" = 40' horizontal
c. Clearing Plans — 1" = 50' horizontal
A. (Include construction fencing plan)
d. Erosion Control & SWPPP, WQMP — 1" = 40' Horizontal
A. (Note: a, b, c & d shall be reviewed

B. and approved concurrently)
e. Storm Drain Plans — 1" = 40' Horizontal
f. Street Improvement Plans — 1" = 40' Horizontal
i.1" = 4' Vertical
g. Precise Grading Plans — 1" = 40' Horizontal
h. Landscaping Plans — 1" = 20 Horizontal
i. Water Improvement Plans — 1" = 40' Horizontal
i.1" = 4' Vertical
j. Sewer Improvement Plans — 1" = 40' Horizontal
i.1" = 4' Vertical

24. Other engineered improvement plans prepared for City approval that are not listed herein shall be prepared in formats approved by the City Engineer prior to commencing plan preparation.

25. All off-site plan and profile, street improvement plans, and signing & striping plans shall show

all existing improvements for a distance of at least 200-feet beyond the project limits, or at a distance sufficient to show any required design transitions.

26. A small index map shall be included on the title sheet of each set of plans, showing the overall view of the entire work area.

27. Upon completion of construction, the Developer shall furnish the City with reproducible record drawings on Mylar film of all improvement plans that were approved by the City Engineer. Each sheet shall be clearly marked "As-Built" or "As-Constructed" and shall be stamped and signed by the engineer or surveyor certifying the accuracy and completeness of the drawings. The applicant shall have all AutoCAD files submitted to the City, revised to reflect the “As-Built” conditions.

Street Improvements/Right-of-Way

28. Construct right-of-way improvements (driveway approach, sidewalk, parkway, raised median, access ramp, street lighting, etc.) fronting the site per City of Banning Standard Drawings. Street lights shall be installed offset of the existing street lights.

29. Installation of a traffic signal at the intersection of Sun Lakes Boulevard, future Driveway 3 (as shown in the TIA) and Country Club Drive. Project applicant shall reach out to the Sun Lakes Country Club staff to discuss impacts to their access.

30. Provide paved golf cart access adjacent to the sidewalk through the property and at the proposed traffic signal entrance.

31. Construct street improvements as identified by the project’s traffic impact analysis (TIA).

32. The City and Developer are to enter into a Public Improvement Agreement to guarantee the construction of the public improvements as listed in the Conditions of Approval and as shown on the approved plans. The applicant shall work with the City Attorney’s Office to execute the Agreement and pay all related legal processing fees.

33. All street improvement designs shall provide pavement and lane transitions per City of Banning and Caltrans standards for transition to existing street sections.

34. Any public improvements damaged during the course of construction shall be replaced to the satisfaction of the City Engineer, or his/her designee.

35. The applicant shall plant and perpetually maintain trees, shrubs, and ground cover placed in the parkway, slopes adjacent to public right-of-ways constructed in connection with the project. This includes providing irrigation and the clearing of debris and weed removal. The applicant shall be required to enter into a Landscape Maintenance Agreement for the perpetual maintenance of landscaping within the public right-of-way fronting the project site.

36. All required public improvements for the project shall be completed, tested, and approved by the Engineering Division prior to issuance of any Certificate of Occupancy.

GRADING & DRAINAGE:

37. Submit a Drainage Study with hydrologic and hydraulic analysis for developed and undeveloped (existing) conditions to the Engineering Division for review and approval. The study and analysis shall be prepared by a civil engineer licensed by the State of California. Drainage design shall be in accordance with Banning Master Drainage Plan adopted by Riverside County Flood Control and Water Conservation District (RCFCD), RCFCD Hydrology Manual, and standard plans and specifications. The 10-year storm flow shall be contained within the street curbs, and the 100- year storm shall be contained within the street right-of-way; when this criteria is exceeded, additional drainage facilities shall be designed and constructed.

38. At a minimum, all development will make provisions to store runoff from rainfall events up to and including the one-hundred three-hour during event. Post-development peak urban runoff discharge rates shall not exceed pre-development peak urban runoff discharge rates.

39. Prior to issuance of any building permit, the applicant shall install trash filters in all catch basins adjacent to the site and/or will be constructed as part of the storm drain improvements for this development. The trash filters shall comply with the requirements of the Trash Amendment as amended and approved in accordance with California Regional Water Quality Control Board Colorado River Basin Region Order No. R7-2013-0011.

40. If the site is located in a Flood Area as identified in Flood Insurance Rate Map dated August 28, 2008 the developer is responsible for providing a certification by a registered professional engineer or architect demonstrating that encroachments shall not result in any increase in flood levels during the occurrence of the base flood discharge.

41. The project grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage areas, outlet points and outlet conditions. Otherwise, a drainage easement shall be obtained for the release of concentrated or diverted storm flows. The project shall accept and convey storm flows from the adjacent property to the north.

42. The applicant shall comply with Chapter 13.24 “Stormwater Management Systems” of the Banning Municipal Code (BMC) and Title 18 “Grading, Erosion and Sediment Control” of the California Building Code related to excavation and grading; and, the State Water Resources Control Board’s orders, rules and regulations.

43. For construction activities including clearing, grading or excavation of land that disturbs one (1) acre or more of land, or that disturbs less than one (1) acre of land, but which is a part of a construction project that encompasses more than one (1) acre of land, the applicant shall be required to submit a Storm Water Pollution Protection Plan (SWPPP) and file a Notice of Intent (NOI) with the Regional Water Quality Control Board.

44. The applicant shall ensure that the required SWPPP is available for inspection at the project site at all times through and including acceptance of all improvements by the City.

45. The applicant’s SWPPP shall include provisions for all of the following Best Management Practices (“BMPs”):

46. Temporary Soil Stabilization (erosion control).

47. Temporary Sediment Control.

48. Wind Erosion Control.

49. Tracking Control.

50. Non-Storm Water Management.

51. Waste Management and Materials Pollution Control.

52. All erosion and sediment control BMPs proposed by the applicant shall be designed using the CASQA BMP handbook and approved by the City Engineer prior to any onsite or offsite grading, pursuant to this project.

53. The approved SWPPP and BMPs shall remain in effect for the entire duration of project construction until all improvements are completed and accepted by the City.

54. Prior to issuance of any grading or building permit, a Project-Specific Water Quality Management Plan (WQMP) shall be reviewed and approved in accordance with California Regional Water Quality Control Board Colorado River Basin Region Order No. R7-2013-0011.

55. Prior to the issuance of any building permit(s), a precise grading plan shall be submitted to the City Engineer for review and approval. A grading permit shall be obtained prior to commencement of any grading activity.

56. Grading and excavations in the public right-of-way shall be supplemented with a soils and geology report prepared by a professional engineer or geologist licensed by the State of California.

57. Prior to the issuance of a building permit, the applicant shall provide a lot pad certification stamped and signed by a qualified civil engineer or land surveyor. Pad certification shall list the pad elevation as shown on the approved grading plan, the actual pad elevation and the difference between the two, if any. Such pad certification shall also list the relative compaction of the pad soil.

TRAFFIC/CIRCULATION:

58. Prior to the issuance of a grading permit or building permit, the applicant shall submit and obtain approval in writing from the Fire Marshall for the plans for all public or private access drives or streets. The plans shall include plan and sectional views and indicate the grade and width of the access road measured flow-line to flow-line. When a dead-end access exceeds 150 feet or when otherwise required, a clearly marked fire apparatus access turnaround must be provided and approved by the Fire Marshall. Applicable covenant, conditions or restrictions or other approved documents shall contain provisions which prohibit obstructions such as speed bumps/humps,control gates or other modifications within said easement or access road unless prior approval of the Fire Marshall is granted.

59. Driveway grades shall not exceed eight percent unless approved by the City Engineer.

60. Access drives to the public right-of-way shall be restricted to those approved by the City

Engineer as shown on the approved plans.

61. Prior to the issuance of any certificate of occupancy, all fire hydrants shall have a blue reflective pavement marker indicating the hydrant location on the street/access driveway as approved by the Fire Marshall and must be maintained in good condition by the property owner until the street is accepted for maintenance.

62. Prior to the issuance of a grading permit or building permit, the applicant shall conduct a Traffic Impact Analysis and submit the report to the Engineering Division for review and approval. All mitigation identified in the Traffic Impact Analysis shall be implemented by the applicant to the satisfaction of the City Engineer.

TRASH & RECYCLING:

63. Construction debris shall be disposed of at a certified recycling site. It is the responsibility of the developer to contact the City's franchised solid waste hauler, Waste Management of the Inland Valley, at 1-800-423-9986 for disposal of construction debris.

64. The developer shall participate in the City's recycling and diversion programs by providing a solid waste enclosure to accommodate necessary solid waste containers.

65. All new development projects including, but not limited to, industrial and business buildings and facilities, as well as, multi-family complexes shall provide a solid waste enclosure to accommodate trash, recycle and organics waste bins and/or containers. Solid waste enclosures for multiple tenant properties, such as a shopping center, must design the enclosure to accommodate all waste containers of the property.

66. Solid waste enclosures shall be located on the site to be serviced.

67. The enclosure shall be designed for the exclusive use of housing solid waste containers including trash, recyclable and organics materials.

68. Enclosures Design Criteria:
    a. The size and dimensions of the trash enclosure shall be based on the required number and size of containers at a minimum accommodating one (1) container each for trash, recyclables and organics materials.
    b. Enclosure shall be architecturally compatible with the primary building on site to provide a coordinated design.
    c. Exterior materials and colors of the enclosure shall match the building walls.
    d. Chain link fencing with or without/plastic slats is prohibited.
    e. Enclosure shall have solid metal or wood gates with latches that can be secured in an open or closed position.
    f. Enclosures shall be constructed in a permanent manner.
    g. Exterior must be fully enclosed with solid roofing to prevent rainfall from entering the enclosure and to prevent wind dispersal, as well as, offsite transport of trash and recycling.
    h. Provide the minimum clearance for collector and user accessibility.
    i. City Engineer approval shall be obtained in writing prior to the construction of any solid waste enclosure.

WATER:

69. Submit water improvement plans to the Public Works Department along with anticipated peak water demands and hydraulic analysis to justify pipe sizes. Pipes shall be ductile iron, wrapped in V-Bio polyethylene. All water services 2" and smaller shall use plastic-coated copper tubing.

70. Separate irrigation meters will be required for outdoor use.

71. All commercial, industrial, and irrigation water services shall have Reduced Pressure Principle Backflow Preventors. RP Backflow Preventors shall be of a model approved by USC.

72. On-site fire hydrants shall be part of a privately-owned and maintained fire protection system. Private fire hydrants shall be painted safety red, to differentiate from publicly-owned fire hydrants which are typically yellow.

73. Because of the project's location at a pressure zone boundary, an above-ground pressure regulating station may be required, pending review of the water improvement plans by the City Engineer.

RECYCLED WATER:

74. Plans for a purple-pipe non-potable irrigation system shall be designed and submitted to the Public Works Department. Pipes shall be ductile iron, wrapped in purple V-Bio polyethylene. All water services 2" and smaller shall use plastic-coated copper tubing. Plans should include a signage plan typical of a non-potable irrigation system.

75. An interim connection between the potable and non-potable systems shall be installed by way of a single backflow preventor, until such a time as the City's non-potable backbone system is extended west along Sun Lakes Blvd.

WASTEWATER:

76. A sewer improvement plan shall be prepared and submitted to the Public Works Department, extending the public sewer from Sun Lakes Blvd. Sewer main material shall be PVC SDR 26. Sewer system design shall avoid placing manholes in low spots, or connecting storm water drainage facilities to the sewer system.

77. When available, estimated sewer discharge quantities and quality shall be submitted to the Public Works Department for review. Depending on the nature of the discharge, grease interceptor(s) may be required.

FEES:

78. Plan check fees for professional report review (geotechnical, drainage, WQMP, etc.), and all improvement plans review, shall be paid at the time of submittal of said documents for review and approval in accordance with the fee schedule in effect at the time of submittal.

79. Public Works Inspection fees shall be paid prior to issuance of any permits in accordance with

the fee schedule in effect at time of time of scheduling.

80. A plan storage fee shall be paid for any engineering plans that may be required prior to issuance of certificate of occupancy in accordance with the fee schedule in effect at the time the fee is paid.

81. Water, Sewer, and Non-potable impact fees shall be paid prior to issuance of Building permit. Water meter and water meter installation fees shall be due prior to meter release.

FINAL PARCEL MAP:

82. Prior to approval of the Final Map, the applicant shall construct on-site and off-site improvements required for the development of the property in accordance with the approved plans and satisfy its obligations for same, or shall furnish a fully secured and executed Subdivision Improvement Agreement on terms agreed to by the Parties guaranteeing the construction of such improvements and the satisfaction of its obligations for same, or shall agree to any combination thereof. For off- site improvements, the procedures and requirements of Government Code Section 66462.5 shall apply, including the potential acquisition of those rights by the City or waiver of the City's requirement to obtain those rights.

83. Security for the construction of public improvements in accordance with Government Code Section 66499 shall be as follows:

a.	Faithful Performance Bond	100% of estimated cost
b.	Labor and Material Bond	100% of estimated cost
c.	Monumentation Bond	$5,000.00

84. Securities for the public improvements shall be on file with the City Clerk prior to scheduling the final map for approval by City Council. Unit prices for bonding estimates shall be those specified or approved by the City Engineer.

85. Revisions to the tentative map during plan check including, but not limited to, lot line alignments, easements, improvement plan revisions, and similar minor changes that are in substantial compliance with the tentative map, or associated conditions of approval, shall be administratively approved through the plan check process with the mutual consent and approval of the Developer, the Community Development Director and City Engineer. Final maps shall be amended in accordance with the Subdivision Map Act.

86. Prior to approval of any final map the applicant shall identify and include in its improvement plans those routine structural and non-structural Best Management Practices (BMP's).

87. Submit a copy of the title report, closure calculations, and any separate instruments or necessary right-of-way documents to the Engineering Division prior to final map approval.

88. An original Mylar of the final map (after recordation) shall be provided to the City for the record files.

89. Public improvements shall be completed and accepted by City of Banning prior to release of Faithful Performance Bond and Labor and Material Bond for such improvements. Faithful Performance Bond for applicable public improvements shall be reduced to 10% once City accepts improvements into maintenance period. Final 10% to serve as the maintenance bond

for the 1- year maintenance period.

90. A record of all street centerline monument ties shall be submitted to the Engineering Division upon completion of improvements or prior to release of Monumentation Bond.

FIRE DEPARTMENT:

91. Fire Hydrants and Fire Flow: Prior to the issuance of building permits, plans for the water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2016 California Fire Code (CFC) 507.5.1, 3312, Appendices B and C.

92. Fire Department Access: Prior to building permit issuance, provide a site plan showing the fire lanes. Access roads shall be provided to within 150 feet to all portions of the exterior building walls and shall have an unobstructed width of not less than 24 feet. The construction of the access roads shall be all weather and capable of sustaining 40,000 lbs. over two axles for areas of residential development and 60,000 lbs. over two axels for commercial developments. Approved vehicle access, either permanent or temporary, shall be provided during construction Ref. CFC 503.1.1, 3310.1 and 503.2.1

93. Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal. Ref. CFC 503.4.1

94. Grading Permit Fire Department Review: Submittal to the Office of the Fire Marshal for Precise Grading Permit will be required.

95. Construction Permits Fire Department Review: Submittal of construction plans to the Office of the Fire Marshal for development, construction, installation and operational use permitting will be required. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews these plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code, and related codes, which are in effect at the time of building plan submittal.
96. Phased Construction Access: If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1

97. Fire Sprinkler System: All new commercial structures 3,600 square feet or larger shall be protected with a fire sprinkler system. Ref CFC 903.2 as amended by the City of Banning.

98. Fire Alarm and Detection System: A water flow monitoring system and/or fire alarm system may be required and determined at time of building plan review. Ref. CFC 903.4, CFC 907.2 and NFPA 72

99. Knox Box and Gate Access: Buildings shall be provided with a Knox Box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. Ref. CFC 506.1

100. Addressing: All commercial buildings shall display street numbers in a prominent location

on the address side and additional locations as required. Ref. CFC 505.1 and County of Riverside Office of the Fire Marshal Standard #07-01

101. Buildings in excess of 300,000 square feet in area shall be required to provide a fire command center for fire department operations and shall comply with 2019 CFC sections 508.1.1 through 508.1.8 as amended and adopted by the City of Banning and Riverside County Fire. (2019 CFC 508.1)

102. Emergency Responder Radio Coverage Systems: Projects that do not meet the exceptions set forth by the Riverside County Office of the Fire Marshal shall provide plans for an emergency responder radio coverage system. Ref. CFC 510.1 and Riverside County Office of the Fire Marshal Technical Policy #TP19-002.

103. Strategic Planning Review: This planning case will also be reviewed by Riverside County Fire Department Strategic Planning for the cumulative impact on the Fire Department's ability to provide an acceptable level of service. Additional requirements may be conditioned by Strategic Planning to mitigate these impacts. Questions for Strategic Planning can be addressed to RRUStrategicPlanningBureau@fire.ca.gov.

104. Use the Above Statement only if it meets the Strategic Planning Case Review Criteria below:

a. Environmental Impact Reports
b. General Plan Amendments
c. Specific Plans
d. Developments that are in very high fire hazard severity zones in the LRA and developments in the SRA
e. Residential with 500 or more dwelling units
f. Commercial/Industrial developments of 1,000,000 sq ft or more

105. The Developer shall pay for and install traffic signal preemption devices on up to 5 traffic signal intersections from and including Ramsey/Highland Springs to Sun Lakes Boulevard/Highland Springs, not to exceed the cost of $100,000. The applicant shall coordinate these efforts with both the City of Banning and the City of Beaumont.

106. The Developer shall pay the City $175,000 to be used by the City for fire station/fire apparatus capital improvements in the City, which amount shall be in addition to the Fire Facilities Development Impact Fee that is owing for the Project. The fee shall be paid prior to the Temporary Certificate of Occupancy on the warehouse building.

END

RESOLUTION 2024-151

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, (1) APPROVING TENTATIVE PARCEL MAP NO. 38164, ONLY FOR THE SUBDIVISION OF APPROXIMATELY 47 GROSS ACRES OF VACANT LAND INTO THREE PARCELS; (2) DENYING APPROVAL OF DESIGN REVIEW NO. 21-7008, THE PROPOSED CONSTRUCTION OF A 619,959 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING, INCLUDING 10,000 SQUARE FEET OF OFFICE SPACE AND A COMBINED 34,000 SQUARE FEET OF RETAIL/COMMERCIAL BUILDINGS, ON REAL PROPERTY LOCATED WITHIN THE BOUNDARIES OF THE SUN LAKES VILLAGE NORTH SPECIFIC PLAN AREA (APN: 419-140-057); AND (3) ADOPTING AN ADDENDUM UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND MAKING FINDINGS IN SUPPORT THEREOF, INCLUDING FINDING OF CONSISTENCY WITH THE CERTIFIED ENVIRONMENTAL IMPACT REPORT PREPARED FOR AMENDMENT NO. 5 TO THE SUN LAKES VILLAGE NORTH SPECIFIC PLAN (SCH # 2020029074)

WHEREAS, on December 8, 2020, the City Council certified the Final Environmental Impact Report (EIR) (SCH #2020029074) prepared for, and approved, Amendment No. 5 to the Sun Lakes Village North Specific Plan (SLVNSP) (Ordinance 1571 for Zone Change 20-3501). Amendment No. 5 revised the Specific Plan Land Use Plan from Retail Commercial (Auto Dealer) to Business Park & Warehouse (BW), Office & Professional (OP), and Retail & Service (RS), and revised the permitted land uses, development standards (including maximum building height, setbacks, open space, landscaping, parking, and signage), and design guidelines for the development and implementation provisions of the SLVNSP; and

WHEREAS, the EIR for Amendment No. 5 to the SLVNSP is now final, beyond challenge, and is conclusively presumed to comply with CEQA; and

WHEREAS, in furtherance of the interests of Sun Lakes Highland, LLC (Applicant), an application was submitted for approval of proposed Tentative Parcel Map No. 38164 (TPM 21-4001) to subdivide approximately 47.11 acres of vacant real property into three commercial and industrial parcels, and for Design Review No. 21-7008, to construct a 619,959 square-foot industrial warehouse building with 10,000 square feet of office space, and six retail/commercial buildings totaling 34,000 square feet and associated utility, parking, roadway, and landscaping improvements (all together, the "Project"), on real property identified as APN 419-140-057; and

WHEREAS, on October 19, 2021, and December 1, 2021, the Planning Commission conducted duly noticed public hearings on the Project, at which time interested persons had an opportunity to testify in support of or in opposition to the Project. At the conclusion of the public hearing on December 1, 2021, the Planning Commission adopted Resolution No. 2021-16, approving Tentative Parcel Map No. 38164 and approving Design Review No. 21-7008, including conditions of approval of the Project. Pursuant to Banning Municipal Code Chapter 16.14, the Planning Commission's decision has been interpreted by City Staff and the City Council as a recommendation to the City Council for approval of Tentative Parcel Map No. 38164; and

WHEREAS, pursuant to Banning Municipal Code Section 17.68.100, three applications seeking to appeal the Planning Commission's decision on the Project were received during the appeal period following the Planning Commission's action; and

WHEREAS, an appeal application was received from Golden State Environmental Justice Alliance and was subsequently rejected as being incomplete because it did not state the grounds or reasons for its appeal, did not request a specific action, and incorrectly described the Project; and

WHEREAS, an appeal application was received from Supporters Alliance For Environmental Responsibility (SAFER), who subsequently withdrew its appeal on January 18, 2022, and announced its support for the Project; and

WHEREAS, on December 7, 2021, the law firm of Shute, Mihaly & Weinberger submitted an appeal on behalf of the Appellant, Pass Area Action Group (PAG)**,** and a three-page letter on behalf of the Appellant, which was supplemented by a 428-page letter submitted via email on January 24, 2022 (the "Appeal")**;** and

WHEREAS, the public hearing on Tentative Parcel Map No. 38164 and the Appeal hearing on Design Review No. 21-7008 was scheduled for January 31, 2022, and in compliance with applicable law, the City provided public notice of the public hearing by advertising in the *Record Gazette* newspaper on January 21, 2022, and by mailing notices to all property owners within 1,000 feet of the subject site; and

WHEREAS, the City subsequently received requests from both Pass Area Action Group and the Applicant to continue the Appeal hearing to allow for additional time to review the materials related to the Project; and

WHEREAS, in recognition of the requests from both Appellant and Applicant for a continuance of the public hearing, at the regularly scheduled City Council meeting held on January 25, 2022, the City Council voted to cancel the Appeal hearing previously noticed for January 31, 2022, and to reschedule the public hearing to February 17, 2022; and

WHEREAS, the City provided public notice of the rescheduled public hearing on Tentative Parcel Map No. 38164 and the Appeal hearing on Design Review 21-7008 by advertising in the *Record Gazette* newspaper on February 4, 2022, and by again mailing (on February 3, 2022) notices to property owners within a 1,000-foot radius of the subject site; and

WHEREAS, on February 17, 2022, the City Council of the City of Banning conducted a duly noticed public hearing on the Appeal, at which time all interested persons, including Appellant and Applicant, were given an opportunity to speak and to present both oral and written evidence in support of and in opposition to the Appeal. At the conclusion of the public hearing on February 17, 2022, the City Council adopted Resolution No. 2022-14, approving Tentative Parcel Map No. 38164, approving Design Review 21-7008 and denying the Appeal, including Conditions of Approval of the Project, and adopting an Addendum to the certified EIR prepared for Amendment No. 5 to the Sun Lakes Village North Specific Plan (SCH # 2020029074); and

WHEREAS, on April 18, 2022, PAG filed a Petition for Writ of Mandate and Complaint for Injunctive Relief ("Petition") with the Riverside County Superior Court (Case No. CVRI2201482), challenging the City of Banning's approval of the Project; and

WHEREAS, the lawsuit alleged that the City failed to provide a fair hearing due to alleged bias by Councilmembers Hamlin, Sanchez, and Wallace. The lawsuit also contended that the City violated CEQA and the City's General Plan in approving the Project, and that the findings in

support of the Project were not supported by substantial evidence; and

WHEREAS, following briefing and a hearing on the merits, the trial court issued a ruling finding only that the City did not provide a fair hearing based on the court's conclusion that then-Councilmember Hamlin was biased in favor of the Project. The court rejected all claims of bias as to Councilmember Wallace and Councilmember Sanchez, stating in its ruling that "their statements do not overcome the presumption that they are unbiased. There has been no showing of financial or personal interest in the Project and no specific evidence demonstrating actual bias or a particular combination of circumstances creating an unacceptable risk of bias…." The court also rejected in its entirety all of PAG's substantive challenges, finding that the City fully complied with CEQA, that the Project is consistent with the City's General Plan, and that the City's findings were supported by substantial evidence, as discussed further below. As the court concluded in its ruling, the court "does not find that Petitioner [PAG] has carried its burden of proof on any remaining issue and would not grant the writ but for the fair hearing issue."; and

WHEREAS, the court entered judgment and issued a writ of mandate directing the City to set aside and vacate the prior approval and to reconsider the Project without the participation of Councilmember Hamlin; and

WHEREAS, the City provided public notice of a public hearing on the Project by advertising in the *Record Gazette* newspaper on June 28, 2024, and by mailing (on June 25, 2024) notices to property owners within a 1,000-foot radius of the Project site; and

WHEREAS, on July 9, 2024, the City Council of the City of Banning adopted Resolution No. 2024-113 to set aside the prior Project approvals in compliance with the writ of mandate. Also on July 9, 2024, the City Council conducted a duly noticed public hearing on the Project, at which time all interested persons, including Appellant and Applicant, were given an opportunity to speak and to present both oral and written evidence in support of and in opposition to the Project. Following the public hearing, City Council directed Staff to prepare a resolution for the City Council's consideration at a later date to approve Tentative Parcel Map No. 38164 but to deny Design Review 21-7008, and to make appropriate findings in accordance with CEQA; and

WHEREAS, on September 10, 2024, the City Council of the City of Banning continued their deliberation on the Project, at which time all interested persons, including Appellant and Applicant, were given an opportunity to speak and to present both oral and written evidence in support of and in opposition to the Project; and

WHEREAS, all legal prerequisites prior to the adoption of this Resolution have occurred; and

WHEREAS, the City Council has considered all information related to this matter, as presented at the public meetings of the City Council identified herein, including supporting reports by City Staff, written materials timely received by the City, and information provided during public meetings.

NOW THEREFORE, the City Council of the City of Banning does hereby resolve, determine, find, and order as follows:

SECTION 1: **Recitals**. This Council hereby specifically finds that all of the facts set forth in the Recitals above are true and correct, and are incorporated herein.

SECTION 2: **Environmental Findings**.

A. The Project has been reviewed in connection with the requirements of CEQA (Pub. Resources Code, § 21000, *et seq*.) and the State CEQA Guidelines (14 C.C.R. § 15000 *et seq*.). Based upon all of the applications, plans, submittals, and evidence presented to the Planning Commission on October 19, 2021 and December 1, 2021, the additional submittals from the Appellant and the Applicant, the City Council public hearing held on July 9, 2024, and the City Council's continued deliberation on September 10, 2024 (including written and oral staff reports and supporting documentation, together with public testimony), and in the exercise of its independent judgment based upon the whole of the record and the evidence presented to it, this Council hereby specifically finds and concludes, as provided in the succeeding subsections of this Section 2, as follows with respect to environmental review related to the Project.

B. The EIR prepared for Amendment No. 5 to the SLVNSP analyzed the potential development of 877,298 square feet of industrial and warehouse uses, 52,065 square feet of medical office uses, and 37,189 square feet of retail uses. The EIR analyzed the potential environmental impacts of this type of development in the areas of: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, transportation, tribal cultural resources, and utilities and service systems. The EIR concluded that Amendment No. 5 to the SLVNSP had the potential to result in a net increase in building square footage and that certain air quality, greenhouse gas emissions, and traffic impacts would be significant and unavoidable even after the imposition of mitigation and regulatory compliance. The City Council determined that the benefits of Amendment No. 5 outweighed the Amendment's environmental impacts, and adopted a Statement of Overriding Considerations on December 8, 2020. The EIR was certified on December 8, 2020, and was never challenged. It is now final, beyond challenge, and conclusive in all respects.

C. Amendment No. 5 to the SLVNSP was adopted on December 8, 2020, by way of City Council Resolution No. 2020-141. Its text was added into the City's Zoning Code portion of the Municipal Code by way of Ordinance No. 1571, which was introduced on December 8, 2020, adopted on January 12, 2021, and became effective on February 11, 2021. It was never challenged and is now final, beyond challenge, and in effect for all purposes.

D. The Project proposes a smaller development than that analyzed in the EIR. The Project proposes 619,959 square feet of industrial use (split between 75% [or 464,969 square feet] of high-cube fulfillment center warehouse use and 25% [or 154,990 square feet] of high-cube cold storage warehouse use), and 34,000 square feet of retail uses, along with associated utility, parking, roadway, and landscaping improvements. The Project does not include the development of any of the office uses analyzed in the EIR.

E. The Project is found to be consistent with the Multi-Species Habitat Conservation Program (MSHCP). The Project is located outside of any MSHCP criteria area and mitigation is provided through payment of the MSHCP Mitigation Fee.

F. The mitigation measures imposed as part of the prior EIR remain valid and applicable to the Project and are identified in the Mitigation Monitoring and Reporting Program, Section

5, Pages 97 through 109 of the Banning Point/Sun Lakes Village North Specific Plan EIR Addendum/Consistency Checklist. The same benefits described in the Statement of Overriding Considerations for Amendment No. 5 to the SLVNSP remain applicable to the Project.

G. The prior EIR, which was a "Program EIR," has been reviewed to determine if the Project is within the scope of what was analyzed in the EIR. Based on this review and analysis, an Addendum/Consistency Checklist, entitled "Banning Point Addendum to the Sun Lakes Village North Specific Plan Amendment No. 5 Environmental Impact Report" (updated version dated February 10, 2022) ("Addendum") has been prepared pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162, 15164, and 15168(c). CEQA Guidelines Section 15164(a) provides that the lead agency "shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162, calling for preparation of a subsequent EIR, have occurred." CEQA Guidelines Section 15164(c) further provides that an "addendum need not be circulated for public review but can be included in or attached to the final EIR" and CEQA Guidelines Section 15164(e) provides that a "brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included" in the addendum, the agency's findings, or elsewhere in the administrative record.

H. The Addendum evaluated the Project's potential environmental effects in light of those effects previously disclosed in the prior EIR to determine whether any of the conditions described in CEQA Guidelines Section 15162 calling for subsequent CEQA review have occurred.

I. The City Council has considered whether additional environmental review is required for the Project beyond what was analyzed and disclosed in the now-final EIR and in the Addendum. All environmental impacts of Amendment No. 5 to the SLVNSP (including those impacts related to the development of industrial and warehouse uses and retail uses, such as those proposed by the Project) were analyzed, disclosed, and mitigated as outlined in the EIR (SCH# 2020029074) that was certified on December 8, 2020; this conclusion is supported by the detailed Addendum and its supporting technical reports and data. Furthermore, a subsequent EIR is not required as discussed below.

J. Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 provide that no subsequent EIR shall be prepared for a project unless, on the basis of substantial evidence in the light of the whole record, "major revisions" of the EIR are needed to reflect (i) substantial changes to the project involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (ii) substantial changes to the circumstances under which the project is undertaken involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (iii) new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, showing that the project will have one or more significant effects not discussed in the previous EIR, or significant effects previously examined will be substantially more severe than shown in the previous EIR, or mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of

the project, but the project proponents decline to adopt the mitigation measure or alternative, or mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. At this point in the process, "in-depth review has already occurred, the time for challenging the sufficiency of the original EIR has long since expired, and the question is whether circumstances have changed enough to justify repeating a substantial portion of the process." (*Bowman v. City of Petaluma* (2008) 185 Cal.App.3d 1065, 1073-1074.) As a result, any issues with the earlier EIR that were raised or could have been raised are barred from further consideration. (*Comm. for Green Foothills v. Santa Clara County Bd. of Supervisors* (2010) 48 Cal.4th 32, 50.)

K. No information has been presented to the City demonstrating that any of the criteria set forth in Public Resources Code Section 21166, or CEQA Guidelines Sections 15162 or 15163, are present.

(1) No information has been presented to the City to demonstrate that any substantial changes have occurred with respect to the Project involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Furthermore, the Addendum comprehensively analyzed the Project in comparison to the EIR in each environmental impact area and concluded that there are no new or substantially greater impacts than those previously disclosed, analyzed, and mitigated (to the extent feasible) in the EIR. The City Council finds that the Addendum, including its supporting technical reports, constitutes substantial evidence in support of this conclusion.

(2) No information has been presented to the City to demonstrate that any substantial changes have occurred with respect to the circumstances under which the Project is undertaken involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects. There have been no changes to the SLVNSP area that would alter the ability of the Project to remain consistent with the SLVNSP and the environmental impacts analyzed in the prior EIR.

(3) No information has been presented to the City to demonstrate that there is any new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete showing that the Project will have any significant or more severe effects than those discussed in the prior EIR, or that additional mitigation measures or alternatives would substantially reduce any significant effects on the environment disclosed in the prior EIR. No information, let alone substantial evidence, has been presented to suggest that the current Project has environmental impacts beyond those previously analyzed, disclosed, and mitigated as set forth in the EIR. No information regarding any purported greater environmental impacts, or the need for additional mitigation or alternatives, has been presented.

(4) The court concurred with the conclusions above in Paragraphs (K)(1)-(3) of this Section 2. As the court stated in its ruling, "There is no dispute but that the

differences between the original Project [that described in Amendment No. 5 to the SLVNSP] and the current version of the Project do not result in new significant environmental impacts. Indeed, the current version of the Project is significantly smaller than the original project." The court thus found that "substantial evidence supported the City's decision … to prepare an addendum instead of a supplemental or subsequent EIR for the Project."

L. The Appellant's contention in its January 24, 2022, letter that preparation of a program-level EIR for Amendment No. 5 to the SLVNSP was not proper is a time-barred attack on that EIR. The EIR was never challenged and is lawful, valid, and conclusive for all purposes. Furthermore, the SLVNSP is a Specific Plan and therefore is a legislative enactment and environmental review at the program, or plan, level was appropriate.

M. The Appellant's contention in its January 24, 2022, letter that the Project constitutes a "new" project not within the scope of that studied in the EIR is unfounded. As shown in the Addendum, and its supporting technical reports in the areas of air quality, greenhouse gas emissions, health risk assessment, trip generation memorandum, and vehicle miles traveled (VMT) analysis, Project impacts are not greater or more impactful than previously disclosed, analyzed, and approved in connection with Amendment No. 5 to the SLVNSP, including considering the addition of 154,990 square feet of high-cube cold storage warehouse use within the overall 619,959 square feet of industrial use. The Addendum and its supporting documentation expressly considered the use of high-cube cold storage industrial uses and found impacts to be within the scope of those analyzed in the EIR. The City Council expressly finds that the analysis contained in the Addendum and its supporting technical reports is credible, supported by facts, and constitutes substantial evidence.

N. The Appellant's contention in its January 24, 2022 letter that the EIR's analysis in the areas of transportation, air quality, greenhouse gas emissions, and noise is insufficient to apply to the Project is unfounded. The City Council finds that several of the Appellant's contentions, including those set forth in the technical memoranda attached to their letter, are unfounded; rely on flawed assumptions (including but not limited to those related to horsepower, emission factors, and trip generation rates) leading to incorrect conclusions; are speculative (such as unsupported assumptions about the use of emergency diesel generators); or amount at most to a disagreement among experts, including over issues such as trip generation and trip lengths that were settled in the EIR and are now beyond challenge. A disagreement among experts is not a sufficient reason to set aside an EIR and a lead agency such as the City may choose to accept the determinations and conclusions in the EIR if they are supported by substantial evidence. (CEQA Guidelines Section 15151.) The City Council further finds that other of Appellant's contentions, such as that no vehicle miles traveled (VMT) analysis or noise impacts analysis have occurred, are factually incorrect and therefore lack foundation. The City Council also finds that other contentions, including those regarding the efficacy of mitigation measures imposed as part of Amendment No. 5 to the SLVNSP and its accompanying EIR, are time-barred and an impermissible collateral attack on the prior EIR. The City Council expressly finds that substantial evidence supports the conclusions in the certified EIR, and that no new information has been presented to invalidate these conclusions.

O. The Appellant's contention in its January 24, 2022, letter that a new cumulative impacts

analysis was required is incorrect. The prior EIR included a cumulative impacts analysis; no such analysis is also required as a separate, standalone component of a determination that a subsequent EIR is not required.

P. The Appellant's contention in its January 24, 2022, letter that the City was required to separately notify South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board of the Project is incorrect. There is no obligation to notify other public agencies of an addendum or a determination that a project does not require additional environmental review. Furthermore, other public agencies were properly notified of the preparation of the prior EIR and then subsequently had the opportunity to comment on it. SCAQMD provided a comment on the notice of preparation of the EIR and then did not submit any comments on the EIR.

Q. The City Council finds, in the exercise of its independent judgment and based on substantial evidence in the whole of the record, that no further environmental review is required, including pursuant to Public Resources Code Section 21166, or CEQA Guidelines Sections 15162 or 15163, because (i) the Project will not have new or substantially more severe impacts than what was disclosed in the EIR; (ii) all applicable mitigation measures in the EIR remain applicable to the Project and are imposed on the Project as a condition of approval; and (iii) the Project will not require any new mitigation measures, all as documented in the Addendum. The Addendum and its supporting technical reports and memoranda constitute substantial evidence in support of the City Council's conclusion and findings. The City Council hereby adopts the Addendum.

R. The Community Development Director shall cause to be a filed a Notice of Determination for the Project in accordance with CEQA.

S. The custodian of records for the documents that constitute the record of proceedings upon which the City Council's decision is based is the City Clerk of the City of Banning. Those documents are available for public review in the Planning Division located at 99 E. Ramsey Street, Banning, California, 92220 during regular business hours.

SECTION 3: **Tentative Parcel Map Findings for Approval**. Subsection (B) of Section 16.14.050 of the Banning Municipal Code provides that any action taken by the City Council concerning Tentative Parcel Map No. 38164 shall be supported by the findings required by Sections 66427.1, 66473.5, 66474, 66474.1, and 66474.6 of the California Government Code and Section 21100 of the California Public Resources Code.

A. Applicable Findings. The City Council finds that Sections 66427.1 does not apply because this Project does not involve the conversion of residential real property into a condominium project, a community apartment project, or a stock cooperative project. The City Council also finds that Section 66474.1 does not apply because the City Council's action in this matter relates to a Tentative Parcel Map and not a Final Parcel Map. The City Council finds that the other sections noted in the introductory paragraph of this Section do apply to Tentative Parcel Map No. 38164. The following subsections are intended to provide the required findings in accordance with Government Code Sections 66473.5, 66474, and 66474.6 and Public Resources Code Section 21100.

B. Approval Only as to Parcel Size, Location and Configuration and Not to the

Proposed Warehouse Project or Any Buildings on any of the Parcels. In the succeeding sections of this Resolution, the City Council will be denying the application for Design Review Approval of the proposed warehouse buildings, the retail buildings and other improvements on the Site. Accordingly, all of the findings in this section are intended to only constitute findings supporting the lot configurations, locations and sizes and not to also approve the uses and buildings proposed on those parcels. In the event of any conflict between the provisions of this Paragraph B and other Paragraphs in this Section, this Paragraph shall control.

C. Tentative Parcel Map No. 38164 is consistent with the goals, policies and programs of the City's General Plan and with the Sun Lakes Village North Specific Plan Amendment No. 5.

(1) The General Plan land use designations for the site are General Commercial and Business Park with a Specific Plan Overlay. The Specific Plan designations for the site are Business & Warehouse District and Retail and Service District. The Community Development Element of the General Plan provides that Specific Plan land use designations become the General Plan overlay land use designations in the Specific Plan area.

(2) Tentative Parcel Map No. 38164 will divide the existing 47.11-acre property into three parcels consistent with the land uses proposed to be developed on the site and consistent with the General Plan and Specific Plan land use designations, as more fully explained in the succeeding subsections below. The subsections provided in this Subsection (B) provide the findings required by Government Code Sections 66473.5 and 66474(a).

(3) The Sun Lakes Village North Specific Plan Amendment No. 5 specifies Guiding Objectives for the development in the Specific Plan Area. Some of these objectives are as follows: (1) Allow for a range of land uses that reflects current market conditions given the trend away from brick-and-mortar retail; (2) Respond to an increase in e-commerce, especially driven by the coronavirus pandemic; and (3) Expand access to restaurants, shopping, and services for the nearby Sun Lakes Country Club Community. The Project supports Objective No. 3 because the Project will provide a parcel that will facilitate buildings for restaurants, shopping and services for the Sun Lakes Country Club Community within the Retail and Service District of the Project site that is located immediately north of Sun Lakes Boulevard and convenient to that Community.

D. The subject site is physically suitable for the type of development proposed under Tentative Parcel Map No. 38164.

(1) The Tentative Parcel Map covers an area of approximately 47.11 acres and proposes to divide that area into three parcels to be consistent with the proposed land uses to be allowed on each of those parcels. Based on the findings contained in the subsections below, the site contained within the boundaries of the Tentative Parcel Map is physically suitable for the type of developments that are allowed by the Specific Plan. The findings in the following subsections are intended to provide the findings required by Government Code Section 66474(c).

(2) The largest proposed parcel is 30.22 acres and is in the northwestern portion of the Map and is adjacent to backside of the Sun Lakes Village Shopping Center, the Southern Pacific Railroad and the Interstate-10 Freeway. This parcel is approximately 1,316,349 square feet in size, exceeds the minimum parcel size of 10,000 square feet, has a lot depth of 876 feet that exceeds the minimum required depth of 100 feet, has a lot width of 1,270 feet which exceeds the minimum lot width of 70 feet, and is large enough to accommodate a variety of land uses allowed by the Specific Plan.

(3) The second largest parcel is approximately 10.06 acres and is located on the eastern portion of the side and adjacent to an assisted living facility and residential units designed on smaller lots that are part of the Sun Lakes Country Club active adult/golf course community. On this lot, offices and professional uses are intended to be located but no development is currently proposed. This parcel is sufficient in size in terms of depth and width to accommodate a variety of building configurations that could be proposed on the site and meet all required development standards as set forth in Table 2 of the Sun Lakes Village North Specific Plan Amendment No. 5.

(4) The third and smallest parcel is approximately 6.83 acres and is located on the southern edge of the Map and adjacent to Sun Lakes Boulevard. On this lot, retail stores, restaurants and service uses could be proposed in the future. This parcel is approximately 297,492 square feet in size, exceeds the minimum parcel size of 6,000 square feet, has a lot depth of 200 feet that exceeds the minimum required depth of 100 feet, has a lot width of 1,300 feet which exceeds the minimum lot width of 60 feet, and is large enough to accommodate a range of commercial uses along with associated utility, parking roadway, and landscaping improvements.

(5) All three of the parcels are relatively flat and are designed to take vehicular access from access points along Sun Lakes Boulevard that are adequate in location, design and configuration. All three parcels are adjacent to Sun Lakes Boulevard to provide water, sewer and electricity to the site.

E. The site is physically suitable for the proposed density of development under Tentative Parcel Map No. 38164.

(1) Based on the findings contained in the subsections below, the site contained within the boundaries of the Tentative Parcel Map is physically suitable for the density of a range of future development options. The findings in the following subsections are intended to provide the findings required by Government Code Section 66474(d).

(2) The largest proposed parcel is 30.22 acres and is in the northwestern portion of the Map and is adjacent to backside of the Sun Lakes Village Shopping Center, the Southern Pacific Railroad and the Interstate-10 Freeway. This parcel is approximately 1,316,349 square feet in size and is large enough to accommodate a range of potential land uses.

(3) The second largest parcel is approximately 10.06 acres and is located on the eastern portion of the side and adjacent to an assisted living facility and residential

units designed on smaller lots that are part of the Sun Lakes Country Club active adult/golf course community. On this lot, offices and professional uses are intended to be located but no development is currently proposed. This parcel is sufficient in size in terms of depth and width to accommodate a variety of building configurations that could be developed up to the 60% floor area of the site allowed on the parcel and large enough so that it could meet all required development standards as set forth in Table 2 of the Sun Lakes Village North Specific Plan Amendment No. 5.

(4) The third and smallest parcel is approximately 6.83 acres and is located on the southern edge of the Map and adjacent to Sun Lakes Boulevard. On this parcel, retail stores, restaurants and service uses could be proposed in the future.

F. The design of the subdivision and improvements proposed under Tentative Parcel Map No. 38164 are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

(1) As previously discussed in the findings contained in Subsection B of this Section 3, Tentative Parcel Map No. 38164 is consistent with the Sun Lakes Village North Specific Plan Amendment No. 5. That Specific Plan was analyzed in the previously certified EIR for the Sun Lakes North Specific Plan Amendment No. 5. As previously discussed in Section 2 of this Resolution, which findings are incorporated herein by this reference as if fully set forth herein, and as demonstrated by the Addendum referred to in that Section, the EIR disclosed and evaluated all potential environmental impacts related to the development of the Project site with the current land uses. The EIR found no significant and unavoidable impacts to any biological resources, and the Addendum found that no new or substantially greater impacts would occur pursuant to the Project. A condition of the Tentative Map approval imposes all mitigation measures set forth in the Mitigation Monitoring and Reporting Program that was adopted with the Sun Lakes Village North Specific Plan Amendment No. 5. Based on the imposed mitigation measures, the environmental impacts arising from the design and improvement of the Tentative Parcel Map will be mitigated to a level less than significance to not cause substantial environmental damage within the meaning of subsection (e) of Government Code Section 66474 and Public Resources Code Section 21100.

(2) The site is currently vacant and does not contain any significant vegetation or habitat for wildlife. The site is not located within any Multiple Habitat Conservation Plan (MSHCP) Criteria Cell or subunit which indicates that this site contains no endangered, threatened, or listed species of plant or animal, or its habitat, on the site. The site is not mapped within an area where additional surveys are required for any amphibian, mammal or other criteria species. There is no evidence that vernal pool complex, similar bodies of water, or conditions suitable for forming such bodies of water exist on the site. The site is not within or adjacent to any MSHCP Conservation Areas. The site is mapped within a Borrowing Owl required habitat and a pre-construction Burrowing Owl Survey and a Nesting Bird Survey are imposed as mitigation measures for this Project (BIO-1 and BIO-2). Finally, the site is mapped within a Narrow Endemic Plant Species required habitat suitability assessment survey area and an assessment was performed that determined that the site did not provide suitable habitat for the San Diego ambrosia, Brand's

phacelia and the San Miguel Savory. In addition, the site does not show any existing trees on site, but even it if did, BIO-3 would require replacement of such trees. Therefore, based on these findings and with the imposition of BIO-1 through BIO-3, potential impacts to biological resources will be mitigated to less than significance so as not to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat within the meaning of subsection (e) of Government Code Section 66474 and Public Resources Code Section 21100.

G. The design of the subdivision and improvements proposed under Tentative Parcel Map No. 38164 are not likely to cause serious health problems.

(1) As noted in prior subsections, the design of proposed Tentative Parcel Map No. 38164 is in conformance with the City's General Plan, the Sun Lakes North Specific Plan Amendment No. 5 and the certified EIR. The Project has been conditioned to comply with all applicable Specific Plan requirements and requirements of the City's ordinances, codes, and standards including, but not limited to, the California Uniform Building Code, the City's Ordinances relating to Stormwater runoff management and controls. In addition, the design and construction of all improvements for the subdivision has been conditioned to be in conformance with adopted City street and public works standards. Based on the Project design and its conformity to these standards, the design of the subdivision and its improvements are not likely to cause serious health problems within the meaning of subsection (f) of Government Code Section 66474.

H. The design of the subdivision and improvements proposed under Tentative Parcel Map No. 38164 will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

Other than easements for City of Banning water, sewer and electrical utilities, Southern California Edison, no easements of record or easements established by judgment of a court of competent jurisdiction for public access across the site have been disclosed in a search of the title records for the site and the City does not otherwise have any constructive or actual knowledge of any other such easements. Accordingly, the Parcel Map will not conflict with easements or access through the property within the meaning of subdivision (g) of Government Code Section 66474.

I. The design of the proposed Tentative Parcel Map No. 38164 provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

Tentative Parcel Map No. 38164 does not propose any design features that would conflict with future passive or natural heating or cooling opportunities.

J. The discharge of waste from the proposed subdivision into an existing community sewer system would not result in a violation of existing requirements imposed by the California Regional Water Quality Control Board.

The discharge of sewage from the site will occur through a sewer connection within Sun Lakes Boulevard and proceed through a series of sewer pipes to the City's wastewater treatment plant in the southeast corner of the City. In connection with the approval of the

Project, the applicant is required to obtain all necessary clearances and permits from the California Water Quality Control Board for the Colorado River Basin (Condition 20 (d)). With the design of the Project and Map and compliance with this condition, the discharge of waste into the City's sewer system will not result in a violation of Regional Water Quality Control Board requirements within the meaning of Government Code Section 66474.6.

SECTION 4: **Design Review Findings for Denial.** Sections 17.56.010 and 17.56.050 of the City of Banning Municipal Code requires that applications for Design Review approval to achieve certain community goals and purposes to satisfy certain specified findings and criteria. The City Council makes the following findings to deny Design Review 21-7008:

A. The proposed project conflicts with and is inconsistent with one of the purposes of the City's Design Review process which is to maintain the public health, safety and welfare and property throughout the City.

(1) The City Council recognizes that in approving the Tentative Parcel Map application but without approving the proposed uses for the parcels, that its internal configuration and lot design is consistent with the General Plan and the Amendment No. 5 to the Specific Plan. In evaluating the Project as a whole under the City's Design Review Chapter of the Banning Municipal Code (Chapter 17.56), the City Council must consider additional factors. As stated by the Banning Municipal Code Section 17.56.010 (E), one of the purposes of Design Review is to "maintain the public health, safety and general welfare and property throughout the City."

(2) Although the internal features of the Project meet various subdivision standards, the external impacts of the Project upon the community would have a deleterious effect on public safety and to properties in its immediate vicinity. Specifically, the Project will result in a significant increase in truck traffic immediately adjacent to the Sun Lakes Country Club Community which lies across the street from the Project site. The Sun Lakes Club Community is a community exclusively for residents 55 years of age or older. Similarly, the Lakes Banning Retirement Home is an assisted living facility designated for senior living. These two residential communities are located in close proximity to the Project. The additional noise, traffic, and vehicular and pedestrian hazards that the residents, in this 55 years or older age community would face from this Project will increase the public safety risks associated with this Project that is immediately adjacent to the Sun Lakes Country Club Community. These hazards include vehicular safety risks from residential vehicular trips to and from the Sun Lakes Country Club Community as the residents face a substantial increase in truck traffic on Sun Lakes Boulevard. In addition, pedestrian safety risks arise from residents who live in the Sun Lakes Country Club Community walking to and from their homes, along Sun Lakes Boulevard and up to the community shopping center at the northeast corner of Sun Lakes Boulevard and Highland Springs Avenue.

(3) Furthermore, the Project will introduce a truck-intensive industrial project adjacent to a spacious, quiet, heavily landscaped, and suburban planned residential community, creating a stark and incompatible conflict of uses immediately adjacent to each other. A truck intensive drive-isle is also planned

immediately adjacent to and close to the easterly boundary of the site and immediately adjacent to an existing assisting living facility known as the Lakes Banning Retirement Home. Thus, although the land use may be permitted on the site by the General Plan and Specific Plan, the impacts of the Project at its current location will not achieve the purposes of Design Review of "maintain[ing] the public health, safety and general welfare and property throughout the City" because the Project would be detrimental to maintaining property surrounding the site in a manner that retains its current character, value, and features.

(4) For these reasons, the City Council finds that the Project does not accomplish this important goal and purpose of the Design Review process.

B. The design and layout of the proposed project will unreasonably interfere with the use and enjoyment of neighboring existing or future development.

(1) The design and layout of the Project will unreasonably interfere with the use or enjoyment of existing nearby neighborhoods. The design and layout of the buildings and improvements will place a truck intensive development Project immediately north and west of residential neighborhoods, increasing traffic and compromising pedestrian safety. In addition, this truck intensive development Project will impair the quiet enjoyment of the abutting residential uses with vehicular noise.

C. The design and layout of the proposed project will result in vehicular and/or pedestrian hazards.

(1) The Sun Lakes Club Community is a community exclusively for residents 55 years of age or older. Similarly, the Lakes Banning Retirement Home is an assisted living facility designated for senior living. These two residential communities are located in close proximity to the Project. The Sun Lakes Country Club community is a planned residential community around a large golf course. Golf is a popular recreational activity practiced by these two neighboring communities. The design and layout of the Project will result in vehicular pedestrian hazards because there are minimal protections for pedestrians or golf cart users utilizing Sun Lakes Boulevard to connect to the Sun Lakes Country Club Community.

(2) The Project identifies three truck courts and semi-truck circulation access points. These are as follow:

- Access points off Sun Lakes Blvd: 40' wide driveway (at cul-de-sac) & 46' driveway (divided by 6' median) & 40' wide shared driveway;
- Access points for retail: West side - 24' wide driveway off Sun Lakes Village Dr & East side - Two (2) 26' wide driveways off shared driveway;
- Access points for warehouse: West side- 29'-10" wide driveway off Sun Lakes Village Dr & East side- Three (3) driveways 24' wide, 29' wide, 40' wide off shared driveway.

The Project's use and site plan will require 100 percent of daily and nightly truck trips traffic into and out of the site to utilize Sun Lakes Boulevard. Although the Project site has frontage only on Sun Lakes Boulevard, the development of the site for a large warehouse use rather than other smaller uses or a mix of various uses, will nonetheless result in a concentration of truck traffic among Sun Lakes Boulevard, which will conflict with the safe movement of pedestrians and area residents using golf carts. As such, the design and layout of the Project fails to take in account the accessibility needs of this age group when tailoring protections that will best protect the safety of pedestrian and seniors traveling and/or living nearby.

D. The design of the proposed project is incompatible with the character of the surrounding neighborhood.

(1) The Sun Lakes Club Community and the Lakes Banning Retirement Home are two residential communities in close proximity to this Project. The Project proposed pursuant to Design Review 21-7008 is incompatible with the character of the surrounding neighborhoods because the Project fails to account for the accessibility needs of the senior citizen population living and traveling near the Project. In addition, the truck intensive environment that would be generated by the Project will impair the quiet enjoyment of the abutting residential uses. Vehicular noise and traffic will conflict with the tranquil and quiet environment sought out by senior residents living nearby.

(2) The design of the Project is incompatible with the character of the surrounding neighborhoods because there are minimal protections for pedestrians or golf cart users utilizing Project-impacted-streets. The design fails to take into account the accessibility needs of seniors and residents living nearby. In addition, community residents will be forced to share traffic impacted streets potentially exposing vulnerable community members, such as residents from the nearby assisted living facility, to traffic impacts that can potentially delay access to rapid emergency response services, exposing residents to new vehicular hazards.

SECTION 5: Project Action. Based upon the findings and conclusions set forth in Sections 1 through 4 above, and all of the evidence (both written and oral) in the record, this City Council hereby approves Tentative Parcel Map No. 38164, but only to the extent set forth in Paragraph B of Section 3; and imposes all of the Conditions of Approval set forth on Exhibit A on Tentative Parcel Map No. 38164 to this Resolution, which are hereby incorporated herein by this reference; and sustains the Appeal of the Planning Commission's approval of Design Review No. 21-7008, thereby denying Design Review No. 21-7008. The City Council's approval of Tentative Parcel Map No. 38164 shall be deemed only an approval of the subdivision of the Project into three parcels and not an approval of any other aspect of Tentative Parcel Map No. 38164.

SECTION 6: Certification. The City Clerk shall certify to the adoption of this Resolution.

SECTION 7: Effect. This Resolution shall take effect immediately upon its adoption.

SECTION 8: Judicial Review. The time within which judicial review, if available, of this decision must be sought is governed by California Code of Civil Procedure Section 1094.6, unless a shorter

time is provided by other applicable law. The City Clerk shall mail by first class mail, postage prepaid, a certified copy of this Resolution and a copy of the affidavit or certificate of mailing to the Appellant, Applicant, and any other persons or entities requesting notice of determinations related to the decision.

PASSED, APPROVED AND ADOPTED this 10th day of September 2024.

Alberto Sanchez, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

Serita R. Young, City Attorney
Richards, Watson & Gershon

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2024-150, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 10th day of September 2024 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

City of Banning
Community Development Department
Conditions of Approval

PROJECT: Tentative Parcel Map No. 38164 (TPM 21-4001)
SUBJECT: Conditions of Approval (City Council Resolution 2024-150)
APPLICANT: Pamela Steele, MIG, Inc.
LOCATION: North of Sun Lakes Boulevard, east of Highland Springs Avenue, south of Interstate 10, and west of Highland Home Road in the Sun Lakes Village North Specific Plan (APN 540-180-055)

EXHIBIT A
To City Council Resolution 2024-150

*** All fair share agreements, covenant agreements and agreements subject to recordation will be subject to review and approval by the City Attorney and will include appropriate enforcement provisions by the City and be properly securitized.**

Community Development Department

A. GENERAL REQUIREMENTS:

1. These conditions of approval relate to lot configuration, size, and number of parcels. Because Design Review Approval 21-7008 was not approved by the City Council, none of the conditions listed herein that relate to building design related improvements to serve those buildings are intended to indirectly approve those buildings, proposed uses, or site improvements intended for those buildings and uses. A future application for Design Review will be required before any structural development of specific buildings housing specific uses may be undertaken.

2. The project shall always comply with all federal, state, County and City laws, codes, regulations, and standards, including those that relate to hazardous materials.

3. All activities undertaken in connection with the approved Tentative Parcel Map No. 38164 shall be subject to and shall comply with all Mitigation Measures contained in the Final EIR for the Sun Lakes Village North Specific Plan Amendment No. 5 (SCH No. 20200029074) and the Mitigation Monitoring and Reporting Program (MMRP) adopted in connection with the approval of the Sun Lakes Village North Specific Plan Amendment No. 5.

4. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, lawsuits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to, arbitrations, mediations, and other such procedures) (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the action of, or any permit or approval issued by, the City and/or any of its officials, officers,

employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such actions are brought under the California Environmental Quality Act (CEQA), State Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.

5. Approval of this entitlement shall not waive compliance with any sections of the Banning Municipal Code (BMC), other applicable City ordinances, in effect at the time of building permit issuance.

6. Tentative Parcel Map No. 38164 (TPM 21-4001) shall expire two (2) years from the date of this approval. The City may consider an extension of the approval for TPM 21-4001 upon a written application being filed a minimum of 30 days prior to expiration of TPM 21-4001 and making timely payment of the appropriate filing fees. The City may for good cause, grant a one-year extension of time provided that any such requested extension of time complies with all current provisions of Title 16 – Subdivisions and Title17 – Zoning, of the Banning Municipal Code.

7. A copy of the signed Resolution of approval and all Conditions of Approval imposed on the Tentative Parcel Map shall be reproduced in legible form on the improvement plans submitted for review and approval as required by the reviewing department.

8. Prior to any occupancy/use of the project site, or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Community Development Director.

9.

10. Storage use and removal of toxic substances, solid waste, and flammable liquids shall conform to all applicable federal, state, and local regulations. All required licensing shall always be maintained in good order. Lapse or revocation of any required license shall result in the voiding of the Business License.

9. A complete landscape/irrigation package prepared by a landscape architect licensed by the State of California shall be reviewed and approved by the Planning Division prior to issuance of building permit. The plans shall include the following elements:

A. Water conservation concept statement.
B. Calculation of maximum applied water allowance.
C. Calculation of estimated total water use.
D. Landscape design plan.
E. Irrigation design plan.
F. Certificate of substantial completion.
G. The landscape plan shall demonstrate compliance with Zoning

Ordinance requirements related to minimum dimensions and percentages of landscaping in parking areas, including required front yard setback landscaping.

10. If human remains are encountered during grading and other construction excavation, the developer/owner shall stop/cease work in the immediate vicinity and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5.

11. Trash collection shall occur between the hours of 8:00 a.m. and 6:00 p.m. only.

12. All graffiti shall be removed immediately or within 24 hours of notice from the City.

13. Hours of operation shall be no earlier than 7:00 a.m. and no later than 10:00 p.m.

PUBLIC WORKS DEPARTMENT:

14. A Public Works Permit shall be required prior to commencement of any work within the public right-of-way. The contractor working within the public right-of-way shall submit proof of a Class "A" State Contractor's License, City of Banning Business License, and Liability Insurance. Any existing public improvements, or public improvements not accepted by the City that are damaged during construction shall be removed and replaced as determined by the City Engineer or his/her representative

.

15. Prior to the issuance of any grading, construction, or public works permit by the City, the applicant shall obtain any necessary clearances and/or permits from the following agencies:
    - A. Fire Marshal (access)
    - B. Public Works Department (grading permits, street improvement permits)
    - C. Riverside County Flood Control & Water Conservation District (storm drain)
    - D. California Regional Water Quality Control Board Colorado River Basin (RWQCB)
    - E. South Coast Air Quality Management District (SCAQMD)

16. The applicant is responsible for meeting all requirements of permits and/or clearances from the above listed agencies. When the requirements include approval of improvement plans, the applicant shall furnish proof of such approvals when submitting improvements plans to the City.

17. The following improvement plans shall be prepared by a Civil Engineer licensed by the State of California and submitted to the Engineering Division for review and approval. A separate set of plans shall be prepared for each line item listed below. Unless otherwise authorized in writing by the City Engineer, the plans shall utilize the minimum scale specified and shall be drawn on 24" x 36" Mylar film. Plans may be prepared at a larger scale if additional detail or plan clarity is desired (Note: the applicant may be required to prepare other improvement plans not listed here pursuant to improvements required by other agencies and utility purveyors):

    b. Rough Grading Plans — 1" = 40' horizontal
        - A. (All Conditions of Approval shall be reproduced

B. on last sheet of set)

c. Haul Route Plans	1" = 40' horizontal
d. Clearing Plans	1" = 50' horizontal
A. (Include construction fencing plan)	
e. Erosion Control & SWPPP, WQMP	1" = 40' Horizontal
A. (Note: a, b, c & d shall be reviewed	
B. and approved concurrently)	
e. Storm Drain Plans	1" = 40' Horizontal
f. Street Improvement Plans	1" = 40' Horizontal
	i.1" = 4' Vertical
g. Precise Grading Plans	1" = 40' Horizontal
h. Landscaping Plans	1" = 20 Horizontal
i. Water Improvement Plans	1" = 40' Horizontal
	i.1" = 4' Vertical
j. Sewer Improvement Plans	1" = 40' Horizontal
	i.1" = 4' Vertical

18. Other engineered improvement plans prepared for City approval that are not listed herein shall be prepared in formats approved by the City Engineer prior to commencing plan preparation.

19. All off-site plan and profile, street improvement plans, and signing & striping plans shall show all existing improvements for a distance of at least 200-feet beyond the project limits, or at a distance sufficient to show any required design transitions.

20. A small index map shall be included on the title sheet of each set of plans, showing the overall view of the entire work area.

21. Upon completion of construction, the Developer shall furnish the City with reproducible record drawings on Mylar film of all improvement plans that were approved by the City Engineer. Each sheet shall be clearly marked "As-Built" or "As-Constructed" and shall be stamped and signed by the engineer or surveyor certifying the accuracy and completeness of the drawings. The applicant shall have all AutoCAD files submitted to the City, revised to reflect the "As-Built" conditions.

Street Improvements/Right-of-Way

22. Construct right-of-way improvements (driveway approach, sidewalk, parkway, raised median, access ramp, street lighting, etc.) fronting the site per City of Banning Standard Drawings. Street lights shall be installed offset of the existing street lights.

23. Installation of a traffic signal at the intersection of Sun Lakes Boulevard, future Driveway 3 (as shown in the TIA) and Country Club Drive. Project applicant shall reach out to the Sun Lakes Country Club staff to discuss impacts to their access.

24. Provide paved golf cart access adjacent to the sidewalk through the property and at the

proposed traffic signal entrance.

25. Construct street improvements as identified by the project's traffic impact analysis (TIA).

26. The City and Developer are to enter into a Public Improvement Agreement to guarantee the construction of the public improvements as listed in the Conditions of Approval and as shown on the approved plans. The applicant shall work with the City Attorney's Office to execute the Agreement and pay all related legal processing fees.

27. All street improvement designs shall provide pavement and lane transitions per City of Banning and Caltrans standards for transition to existing street sections.

28. Any public improvements damaged during the course of construction shall be replaced to the satisfaction of the City Engineer, or his/her designee.

29. The applicant shall plant and perpetually maintain trees, shrubs, and ground cover placed in the parkway, slopes adjacent to public right-of-ways constructed in connection with the project. This includes providing irrigation and the clearing of debris and weed removal. The applicant shall be required to enter into a Landscape Maintenance Agreement for the perpetual maintenance of landscaping within the public right-of-way fronting the project site.

30. All required public improvements for the project shall be completed, tested, and approved by the Engineering Division prior to issuance of any Certificate of Occupancy.

GRADING & DRAINAGE:

31. Submit a Drainage Study with hydrologic and hydraulic analysis for developed and undeveloped (existing) conditions to the Engineering Division for review and approval. The study and analysis shall be prepared by a civil engineer licensed by the State of California. Drainage design shall be in accordance with Banning Master Drainage Plan adopted by Riverside County Flood Control and Water Conservation District (RCFCD), RCFCD Hydrology Manual, and standard plans and specifications. The 10-year storm flow shall be contained within the street curbs, and the 100- year storm shall be contained within the street right-of-way; when this criteria is exceeded, additional drainage facilities shall be designed and constructed.

32. At a minimum, all development will make provisions to store runoff from rainfall events up to and including the one-hundred three-hour during event. Post-development peak urban runoff discharge rates shall not exceed pre-development peak urban runoff discharge rates.

33. Prior to issuance of any building permit, the applicant shall install trash filters in all catch basins adjacent to the site and/or will be constructed as part of the storm drain improvements for this development. The trash filters shall comply with the requirements of the Trash Amendment as amended and approved in accordance with California Regional Water Quality Control Board Colorado River Basin Region Order No. R7-2013-0011.

34. If the site is located in a Flood Area as identified in Flood Insurance Rate Map dated August 28, 2008 the developer is responsible for providing a certification by a registered professional engineer or architect demonstrating that encroachments shall not result in any increase in flood levels during the occurrence of the base flood discharge.

35. The project grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage areas, outlet points and outlet conditions. Otherwise, a drainage easement shall be obtained for the release of concentrated or diverted storm flows. The project shall accept and convey storm flows from the adjacent property to the north.

36. The applicant shall comply with Chapter 13.24 "Stormwater Management Systems" of the Banning Municipal Code (BMC) and Title 18 "Grading, Erosion and Sediment Control" of the California Building Code related to excavation and grading; and, the State Water Resources Control Board's orders, rules and regulations.

37. For construction activities including clearing, grading or excavation of land that disturbs one (1) acre or more of land, or that disturbs less than one (1) acre of land, but which is a part of a construction project that encompasses more than one (1) acre of land, the applicant shall be required to submit a Storm Water Pollution Protection Plan (SWPPP) and file a Notice of Intent (NOI) with the Regional Water Quality Control Board.

38. The applicant shall ensure that the required SWPPP is available for inspection at the project site at all times through and including acceptance of all improvements by the City.

39. The applicant's SWPPP shall include provisions for all of the following Best Management Practices ("BMPs"):

40. Temporary Soil Stabilization (erosion control).

41. Temporary Sediment Control.

42. Wind Erosion Control.

43. Tracking Control.

44. Non-Storm Water Management.

45. Waste Management and Materials Pollution Control.

46. All erosion and sediment control BMPs proposed by the applicant shall be designed using the CASQA BMP handbook and approved by the City Engineer prior to any onsite or offsite grading, pursuant to this project.

47. The approved SWPPP and BMPs shall remain in effect for the entire duration of project construction until all improvements are completed and accepted by the City.

48. Prior to issuance of any grading or building permit, a Project-Specific Water Quality Management Plan (WQMP) shall be reviewed and approved in accordance with California Regional Water Quality Control Board Colorado River Basin Region Order No. R7-2013-0011.

49. Prior to the issuance of any building permit(s), a precise grading plan shall be submitted to the City Engineer for review and approval. A grading permit shall be obtained prior to commencement of any grading activity.

50. Grading and excavations in the public right-of-way shall be supplemented with a soils and geology report prepared by a professional engineer or geologist licensed by the State of California.

51. Prior to the issuance of a building permit, the applicant shall provide a lot pad certification stamped and signed by a qualified civil engineer or land surveyor. Pad certification shall list the pad elevation as shown on the approved grading plan, the actual pad elevation and the difference between the two, if any. Such pad certification shall also list the relative compaction of the pad soil.

TRAFFIC/CIRCULATION:

52. Prior to the issuance of a grading permit or building permit, the applicant shall submit and obtain approval in writing from the Fire Marshall for the plans for all public or private access drives or streets. The plans shall include plan and sectional views and indicate the grade and width of the access road measured flow-line to flow-line. When a dead-end access exceeds 150 feet or when otherwise required, a clearly marked fire apparatus access turnaround must be provided and approved by the Fire Marshall. Applicable covenant, conditions or restrictions or other approved documents shall contain provisions which prohibit obstructions such as speed bumps/humps,control gates or other modifications within said easement or access road unless prior approval of the Fire Marshall is granted.

53. Driveway grades shall not exceed eight percent unless approved by the City Engineer.

54. Access drives to the public right-of-way shall be restricted to those approved by the City Engineer as shown on the approved plans.

55. Prior to the issuance of any certificate of occupancy, all fire hydrants shall have a blue reflective pavement marker indicating the hydrant location on the street/access driveway as approved by the Fire Marshall and must be maintained in good condition by the property owner until the street is accepted for maintenance.

56. Prior to the issuance of a grading permit or building permit, the applicant shall conduct a Traffic Impact Analysis and submit the report to the Engineering Division for review and approval. All mitigation identified in the Traffic Impact Analysis shall be implemented by the applicant to the satisfaction of the City Engineer.

TRASH & RECYCLING:

57. Construction debris shall be disposed of at a certified recycling site. It is the responsibility of the developer to contact the City's franchised solid waste hauler, Waste Management of the Inland Valley, at 1-800-423-9986 for disposal of construction debris.

58. The developer shall participate in the City's recycling and diversion programs by providing a solid waste enclosure to accommodate necessary solid waste containers.

59. All new development projects including, but not limited to, industrial and business buildings and facilities, as well as, multi-family complexes shall provide a solid waste enclosure to accommodate trash, recycle and organics waste bins and/or containers. Solid waste

enclosures for multiple tenant properties, such as a shopping center, must design the enclosure to accommodate all waste containers of the property.

60. Solid waste enclosures shall be required for all new development projects and shall be located on the site to be serviced.

61. Solid waste enclosures shall be designed for the exclusive use of housing solid waste containers including trash, recyclable and organics materials.

62. Solid Waste Enclosure Design Criteria:
    a. The size and dimensions of the trash enclosure shall be based on the required number and size of containers at a minimum accommodating one (1) container each for trash, recyclables and organics materials.
    b. Enclosure shall be architecturally compatible with the primary building on site to provide a coordinated design.
    c. Exterior materials and colors of the enclosure shall match the building walls.
    d. Chain link fencing with or without/plastic slats is prohibited.
    e. Enclosure shall have solid metal or wood gates with latches that can be secured in an open or closed position.
    f. Enclosures shall be constructed in a permanent manner.
    g. Exterior must be fully enclosed with solid roofing to prevent rainfall from entering the enclosure and to prevent wind dispersal, as well as, offsite transport of trash and recycling.
    h. Provide the minimum clearance for collector and user accessibility.
    i. City Engineer approval shall be obtained in writing prior to the construction of any solid waste enclosure.

WATER:

63. Submit water improvement plans to the Public Works Department along with anticipated peak water demands and hydraulic analysis to justify pipe sizes. Pipes shall be ductile iron, wrapped in V-Bio polyethylene. All water services 2" and smaller shall use plastic-coated copper tubing.

64. Separate irrigation meters will be required for outdoor use.

65. All commercial, industrial, and irrigation water services shall have Reduced Pressure Principle Backflow Preventors. RP Backflow Preventors shall be of a model approved by USC.

66. On-site fire hydrants shall be part of a privately-owned and maintained fire protection system. Private fire hydrants shall be painted safety red, to differentiate from publicly-owned fire hydrants which are typically yellow.

67. Because of the project's location at a pressure zone boundary, an above-ground pressure regulating station may be required, pending review of the water improvement plans by the City Engineer.

RECYCLED WATER:

68. Plans for a purple-pipe non-potable irrigation system shall be designed and submitted to the Public Works Department. Pipes shall be ductile iron, wrapped in purple V-Bio polyethylene. All water services 2" and smaller shall use plastic-coated copper tubing. Plans should include a signage plan typical of a non-potable irrigation system.

69. An interim connection between the potable and non-potable systems shall be installed by way of a single backflow preventor, until such a time as the City's non-potable backbone system is extended west along Sun Lakes Blvd.

WASTEWATER:

70. A sewer improvement plan shall be prepared and submitted to the Public Works Department, extending the public sewer from Sun Lakes Blvd. Sewer main material shall be PVC SDR 26. Sewer system design shall avoid placing manholes in low spots, or connecting storm water drainage facilities to the sewer system.

71. When available, estimated sewer discharge quantities and quality shall be submitted to the Public Works Department for review. Depending on the nature of the discharge, grease interceptor(s) may be required.

FEES:

72. Plan check fees for professional report review (geotechnical, drainage, WQMP, etc.), and all improvement plans review, shall be paid at the time of submittal of said documents for review and approval in accordance with the fee schedule in effect at the time of submittal.

73. Public Works Inspection fees shall be paid prior to issuance of any permits in accordance with the fee schedule in effect at time of time of scheduling.

74. A plan storage fee shall be paid for any engineering plans that may be required prior to issuance of certificate of occupancy in accordance with the fee schedule in effect at the time the fee is paid.

75. Water, Sewer, and Non-potable impact fees shall be paid prior to issuance of Building permit. Water meter and water meter installation fees shall be due prior to meter release.

FINAL PARCEL MAP:

76. Prior to approval of the Final Map, the applicant shall construct on-site and off-site improvements required for the development of the property in accordance with the approved plans and satisfy its obligations for same, or shall furnish a fully secured and executed Subdivision Improvement Agreement on terms agreed to by the Parties guaranteeing the construction of such improvements and the satisfaction of its obligations for same, or shall agree to any combination thereof. For off- site improvements, the procedures and requirements of Government Code Section 66462.5 shall apply, including the potential acquisition of those rights by the City or waiver of the City's requirement to obtain those rights.

77. Security for the construction of public improvements in accordance with Government Code Section 66499 shall be as follows:

    a. Faithful Performance Bond — 100% of estimated cost

b.	Labor and Material Bond	100% of estimated cost
c.	Monumentation Bond	$5,000.00

78. Securities for the public improvements shall be on file with the City Clerk prior to scheduling the final map for approval by City Council. Unit prices for bonding estimates shall be those specified or approved by the City Engineer.

79. Revisions to the tentative map during plan check including, but not limited to, lot line alignments, easements, improvement plan revisions, and similar minor changes that are in substantial compliance with the tentative map, or associated conditions of approval, shall be administratively approved through the plan check process with the mutual consent and approval of the Developer, the Community Development Director and City Engineer. Final maps shall be amended in accordance with the Subdivision Map Act.

80. Prior to approval of any final map the applicant shall identify and include in its improvement plans those routine structural and non-structural Best Management Practices (BMP's).

81. Submit a copy of the title report, closure calculations, and any separate instruments or necessary right-of-way documents to the Engineering Division prior to final map approval.

82. An original Mylar of the final map (after recordation) shall be provided to the City for the record files.

83. Public improvements shall be completed and accepted by City of Banning prior to release of Faithful Performance Bond and Labor and Material Bond for such improvements. Faithful Performance Bond for applicable public improvements shall be reduced to 10% once City accepts improvements into maintenance period. Final 10% to serve as the maintenance bond for the 1- year maintenance period.

84. A record of all street centerline monument ties shall be submitted to the Engineering Division upon completion of improvements or prior to release of Monumentation Bond.

FIRE DEPARTMENT:

85. Fire Hydrants and Fire Flow: Prior to the issuance of building permits, plans for the water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2016 California Fire Code (CFC) 507.5.1, 3312, Appendices B and C.

86. Fire Department Access: Prior to building permit issuance, provide a site plan showing the fire lanes. Access roads shall be provided to within 150 feet to all portions of the exterior building walls and shall have an unobstructed width of not less than 24 feet. The construction of the access roads shall be all weather and capable of sustaining 40,000 lbs. over two axles for areas of residential development and 60,000 lbs. over two axels for commercial developments. Approved vehicle access, either permanent or temporary, shall be provided during construction Ref. CFC 503.1.1, 3310.1 and 503.2.1

87. Requests for installation of traffic calming designs/devices on fire apparatus access roads

shall be submitted and approved by the Office of the Fire Marshal. Ref. CFC 503.4.1

88. Grading Permit Fire Department Review: Submittal to the Office of the Fire Marshal for Precise Grading Permit will be required.

89. Construction Permits Fire Department Review: Submittal of construction plans to the Office of the Fire Marshal for development, construction, installation and operational use permitting will be required. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews these plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code, and related codes, which are in effect at the time of building plan submittal.

90. Phased Construction Access: If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1

91. Fire Sprinkler System: All new commercial structures 3,600 square feet or larger shall be protected with a fire sprinkler system. Ref CFC 903.2 as amended by the City of Banning.

92. Fire Alarm and Detection System: A water flow monitoring system and/or fire alarm system may be required and determined at time of building plan review. Ref. CFC 903.4, CFC 907.2 and NFPA 72

93. Knox Box and Gate Access: Buildings shall be provided with a Knox Box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. Ref. CFC 506.1

94. Addressing: All commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required. Ref. CFC 505.1 and County of Riverside Office of the Fire Marshal Standard #07-01

95. Buildings in excess of 300,000 square feet in area shall be required to provide a fire command center for fire department operations and shall comply with 2019 CFC sections 508.1.1 through 508.1.8 as amended and adopted by the City of Banning and Riverside County Fire. (2019 CFC 508.1)

96. Emergency Responder Radio Coverage Systems: Projects that do not meet the exceptions set forth by the Riverside County Office of the Fire Marshal shall provide plans for an emergency responder radio coverage system. Ref. CFC 510.1 and Riverside County Office of the Fire Marshal Technical Policy #TP19-002

97. Strategic Planning Review: This planning case will also be reviewed by Riverside County Fire Department Strategic Planning for the cumulative impact on the Fire Department's ability to provide an acceptable level of service. Additional requirements may be conditioned by Strategic Planning to mitigate these impacts. Questions for Strategic Planning can be addressed to RRUStrategicPlanningBureau@fire.ca.gov.

98. Use the Above Statement only if it meets the Strategic Planning Case Review Criteria below:
    a. Environmental Impact Reports
    b. General Plan Amendments

c. Specific Plans
d. Developments that are in very high fire hazard severity zones in the LRA and developments in the SRA
e. Residential with 500 or more dwelling units
f. Commercial/Industrial developments of 1,000,000 sq ft or more

99. The Developer shall pay for and install traffic signal preemption devices on up to 5 traffic signal intersections from and including Ramsey/Highland Springs to Sun Lakes Boulevard/Highland Springs, not to exceed the cost of $100,000. The applicant shall coordinate these efforts with both the City of Banning and Beaumont.

100. The Developer shall pay the City $175,000 to be used by the City for fire station/fire apparatus capital improvements in the City, which amount shall be in addition to the Fire Facilities Development Impact Fee that is owing for the Project. The fee shall be paid prior to the Temporary Certificate of Occupancy on the warehouse building.

END

RESOLUTION 2024-151

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, (1) DISAPPROVING TENTATIVE PARCEL MAP NO. 38164, A PROPOSED SUBDIVISION OF APPROXIMATELY 47 GROSS ACRES OF VACANT LAND INTO THREE PARCELS; (2) DENYING DESIGN REVIEW NO. 21-7008 A PROPOSED CONSTRUCTION OF A 619,959 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING, INCLUDING 10,000 SQUARE FEET OF OFFICE SPACE AND A COMBINED 34,000 SQUARE FEET OF RETAIL/COMMERCIAL BUILDINGS, ON REAL PROPERTY LOCATED WITHIN THE BOUNDARIES OF THE SUN LAKES VILLAGE NORTH SPECIFIC PLAN AREA (APN: 419- 140-057), (3) MAKING A DETERMINATION OF EXEMPTION UNDER SECTION 15720(A) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES

WHEREAS, on December 8, 2020, the City Council certified the Final Environmental Impact Report (EIR) (SCH #2020029074) prepared for, and approved, Amendment No. 5 to the Sun Lakes Village North Specific Plan (SLVNSP) (Ordinance 1571 for Zone Change 20-3501). Amendment No. 5 revised the Specific Plan Land Use Plan from Retail Commercial (Auto Dealer) to Business Park & Warehouse (BW), Office & Professional (OP), and Retail & Service (RS), and revised the permitted land uses, development standards (including maximum building height, setbacks, open space, landscaping, parking, and signage), and design guidelines for the development and implementation provisions of the SLVNSP; and

WHEREAS, in furtherance of the interests of Sun Lakes Highland, LLC (Applicant), an application was submitted for approval of proposed Tentative Parcel Map No. 38164 (TPM 21-4001) to subdivide approximately 47.11 acres of vacant real property into three commercial and industrial parcels, and for Design Review No. 21-7008, to construct a 619,959 square-foot industrial warehouse building with 10,000 square feet of office space, and six retail/commercial buildings totaling 34,000 square feet and associated utility, parking, roadway, and landscaping improvements (all together, the "Project"), on real property identified as APN 419-140-057; and

WHEREAS, on October 19, 2021, and December 1, 2021, the Planning Commission conducted duly noticed public hearings on the Project, at which time interested persons had an opportunity to testify in support of or in opposition to the Project. At the conclusion of the public hearing on December 1, 2021, the Planning Commission adopted Resolution No. 2021-16, approving Tentative Parcel Map No. 38164 and approving Design Review No. 21-7008, including conditions of approval for the Project. Pursuant to Banning Municipal Code Chapter 16.14, the Planning Commission's decision has been interpreted by City Staff and the City Council as a recommendation to the City Council for approval of Tentative Parcel Map No. 38164; and

WHEREAS, pursuant to Banning Municipal Code Section 17.68.100, three applications seeking to appeal the Planning Commission's decision on the Project were received during the appeal period following the Planning Commission's action; and

WHEREAS, an appeal application was received from Golden State Environmental Justice Alliance and was subsequently rejected as being incomplete because it did not state the grounds or reasons for its appeal, did not request a specific action, and incorrectly described the project; and

WHEREAS, an appeal application was received from Supporters Alliance For

Environmental Responsibility (SAFER), who subsequently withdrew its appeal on January 18, 2022, and announced its support for the Project; and

WHEREAS, on December 7, 2021, the law firm of Shute, Mihaly & Weinberger submitted an appeal on behalf of Appellant, Pass Area Action Group (PAG)**,** and a three-page letter on behalf of Appellant, which was supplemented by a 428-page letter submitted via email on January 24, 2022 (the "Appeal")**;** and

WHEREAS, the public hearing on Tentative Parcel Map No. 38164 and the Appeal hearing on Design Review No. 21-7008 was scheduled for January 31, 2022, and in compliance with applicable law, the City provided public notice of the public hearing by advertising in the *Record Gazette* newspaper on January 21, 2022, and by mailing notices to all property owners within 1,000 feet of the subject site; and

WHEREAS, the City subsequently received requests from both Pass Area Action Group and the Applicant to continue the Appeal hearing to allow for additional time to review the materials related to the Project; and

WHEREAS, in recognition of the requests from both Appellant and Applicant for a continuance of the public hearing, at the regularly scheduled City Council meeting held on January 25, 2022, the City Council voted to cancel the Appeal hearing previously noticed for January 31, 2022, and to reschedule the public hearing to February 17, 2022; and

WHEREAS, the City provided public notice of the rescheduled public hearing on Tentative Parcel Map No. 38164 and the Appeal hearing on Design Review 21-7008 by advertising in the *Record Gazette* newspaper on February 4, 2022, and by again mailing (on February 3, 2022) notices to property owners within a 1,000-foot radius of the subject site; and

WHEREAS, on February 17, 2022, the City Council of the City of Banning conducted a duly noticed public hearing on the Appeal, at which time all interested persons, including Appellant and Applicant, were given an opportunity to speak and to present both oral and written evidence in support of and in opposition to the Appeal. At the conclusion of the public hearing on February 17, 2022, the City Council adopted Resolution No. 2022-14, approving Tentative Parcel Map No. 38164, approving Design Review 21-7008 and denying the Appeal, including Conditions of Approval of the Project, and adopting an Addendum to the certified EIR prepared for Amendment No. 5 to the Sun Lakes Village North Specific Plan (SCH # 2020029074); and

WHEREAS, on April 18, 2022, PAG filed a Petition for Writ of Mandate and Complaint for Injunctive Relief ("Petition") with the Riverside County Superior Court (Case No. CVRI2201482), challenging the City of Banning's approval of the Project; and

WHEREAS, the lawsuit alleged that the City failed to provide a fair hearing due to alleged bias by Councilmembers Hamlin, Sanchez, and Wallace. The lawsuit also contended that the City violated CEQA and the City's General Plan in approving the Project, and that the findings in support of the Project were not supported by substantial evidence; and

WHEREAS, following briefing and a hearing on the merits, the trial court issued a ruling finding only that the City did not provide a fair hearing based on the court's conclusion that then-Councilmember Hamlin was biased in favor of the Project. The court rejected all claims of bias as to Councilmember Wallace and Councilmember Sanchez, stating in its ruling that "their

statements do not overcome the presumption that they are unbiased. There has been no showing of a financial or personal interest in the Project and no specific evidence demonstrating actual bias or a particular combination of circumstances creating an unacceptable risk of bias…." The court also rejected in its entirety all of PAG's substantive challenges, finding that the City fully complied with CEQA, that the Project is consistent with the City's General Plan, and that the City's findings were supported by substantial evidence, as discussed further below. As the court concluded in its ruling, the court "does not find that Petitioner [PAG] has carried its burden of proof on any remaining issue and would not grant the writ but for the fair hearing issue."; and

WHEREAS, the court entered judgment and issued a writ of mandate directing the City to set aside and vacate the prior approval and to reconsider the Project without the participation of Councilmember Hamlin; and

WHEREAS, the City provided public notice of a public hearing on the Project by advertising in the *Record Gazette* newspaper on June 28, 2024, and by mailing (on June 25, 2024) notices to property owners within a 1,000-foot radius of the Project site; and

WHEREAS, on July 9, 2024, the City Council of the City of Banning adopted Resolution No. 2024-113 to set aside the prior Project approvals in compliance with the writ of mandate. Also on July 9, 2024, the City Council conducted a duly noticed public hearing on the Project, at which time all interested persons, including Appellant and Applicant, were given an opportunity to speak and to present both oral and written evidence in support of and in opposition to the Project. Following the public hearing, the City Council directed Staff to prepare a resolution for the City Council's consideration at a later date to approve Tentative Parcel Map No. 38164 but deny Design Review 21-7008, and to make appropriate findings in accordance with CEQA; and

WHEREAS, on September 10, 2024, the City Council of the City of Banning continued their deliberation on the Project, at which time all interested persons, including Appellant and Applicant, were given an opportunity to speak and to present both oral and written evidence in support of and in opposition to the Project; and

WHEREAS, all legal prerequisites prior to the adoption of this Resolution have occurred; and

WHEREAS, the City Council has considered all information related to this matter, as presented at the public meetings of the City Council identified herein, including supporting reports by City Staff, written materials timely received by the City, and information provided during public meetings.

NOW THEREFORE, the City Council of the City of Banning does hereby resolve, determine, find, and order as follows:

SECTION 1: **Recitals**. This Council hereby specifically finds that all of the facts set forth in the Recitals above are true and correct and are incorporated herein.

SECTION 2: **Tentative Parcel Map Findings for Denial**. Subsection (B) of Section 16.14.050 of the Banning Municipal Code provides that any action taken by the City Council concerning Tentative Parcel Map No. 38164 shall be supported by the findings required by Sections 66427.1, 66473.5, 66474, 66474.1, and 66474.6 of the California Government Code and Section 21100 of

the California Public Resources Code. In addition, Section 66474 of the California Government Code states that a City Council shall deny the approval of a tentative map if the Project fails to meet any of the requirements outlined in Section 66474.

A. **Applicable Findings.** The City Council finds that Section 66427.1 does not apply because this Project does not involve the conversion of residential real property into a condominium project, a community apartment project, or a stock cooperative project. The City Council also finds that Section 66474.1 does not apply because the City Council's action in this matter relates to a Tentative Parcel Map and not a Final Parcel Map. The City Council finds that the other sections noted in the introductory paragraph of this Section do apply to Tentative Parcel Map No. 38164. The following subsections are intended to provide the required findings in accordance with Government Code Sections 66473.5, 66474, and 66474.6 and Public Resources Code Section 21100.

B. **The design and improvement of the subdivision proposed under Tentative Parcel Map No. 38164 is inconsistent with the City's General Plan and the Sun Lakes Village North Specific Plan Amendment No. 5.**

(1) The Tentative Parcel Map covers an area of approximately 47.11 acres and proposes to divide that area into three parcels. The largest proposed parcel is 30.22 acres is in the northwestern portion of the Map and is adjacent to the backside of the Sun Lakes Village Shopping Center, the Southern Pacific Railroad, and the Interstate-10 Freeway. This parcel is proposed for a warehouse building of approximately 619,959 square feet along with associated truck parking, loading, landscaping, and other uses. The second largest parcel is approximately 10.06 acres and is located on the eastern portion of the side and adjacent to an assisted living facility and residential units designed on smaller lots that are part of the Sun Lakes Country Club active adult/golf course community. On this lot, offices and professional uses are intended to be located but no development is currently proposed. The third and smallest parcel is approximately 6.83 acres and is located on the southern edge of the Map and adjacent to Sun Lakes Boulevard located in close proximity to a residential community. On this lot, retail stores, restaurants and service uses are proposed.

(2) Government Code Section 66474(b) and the Banning Municipal Code Section 16.14.050(B) provide that the City Council shall disapprove the Tentative Parcel Map if the design and improvement of the map is inconsistent with the General Plan and the Sun Lakes Village North Specific Plan Amendment No. 5.

(3) The design of the subdivision proposed under Tentative Parcel Map No. 38164 is inconsistent with the General Plan Policy No. 7 of the City's Industrial Land Use Goal which provides that there shall be sufficient industrial lands for manufacturing, warehousing, and distribution, while carefully considering compatibility with adjacent lands. While the proposed parcel of 30.22 acres, designed for a large future warehouse use, is placed furthest away from residential uses to the south, the use of that one lot for one large truck-intensive warehouse, rather than a mix of other uses that would also be consistent with the Specific Plan, together with the only available access points to the site onto and off of Sun Lakes Boulevard, means that a large truck-intensive building and use with truck access points to the

site is placed immediately adjacent to a quiet planned residential community and an assisted living facility. The main access points for this Project include Sun Lake Blvd and Sun Lakes Village Dr., roads located adjacent to a residential community and a nearby assisted living facility. According to the City's General Plan Circulation Element, Sun Lakes Blvd is designated as a Major Highway connecting multiple capillary streets to adjacent residential lands. Pedestrians, visitors, and community residents share these same access points potentially exposing vulnerable community members, such as residents from the nearby assisted living facility, to traffic flow that can potentially delay access to rapid emergency response services, expose them to health risks, and new vehicular hazards.

(4) The Tentative Parcel Map is inconsistent with the Site Design and Circulation Goal 3.2.1 of the Sun Lakes Village North Specific Plan Amendment No. 5 of separating semi-truck access and circulation from passenger vehicle access and circulation to the greatest extent feasible within the Business & Warehouse District to minimize conflicts.

(5) Tentative Parcel Map No. 38164 is inconsistent with Site Design and Circulation Goal 3.2.1 because the Project's main access points are closest to residential uses and therefore the Project does not separate semi-truck access and circulation from passenger vehicle access and circulation to the greatest extent feasible. The driveway on the east side of the site is immediately adjacent to the Lakes assisted living facility thereby exposing residence in that facility to minimal buffering, increased noise and a diminishment in their quality of life.

SECTION 3: **Design Review Findings for Denial.** Sections 17.56.010 and 17.56.050 of the City of Banning Municipal Code requires that applications for Design Review approval to achieve certain community goals and purposes to satisfy certain specified findings and criteria. The City Council makes the following findings to deny Design Review 21-7008:

A. The Project is inconsistent with the General Plan.

(1) Design Review 21-7008 is inconsistent with Policy 2 of the Community Development Element of the General Plan's Residential Goals, Policies, and Programs. Policy 2 states that projects adjacent to existing neighborhoods shall be carefully reviewed to assure that neighborhood character is protected. Design Review 21-7008 is inconsistent with this policy because the Project contains a large warehouse building and use as distinguished from a mix of other permitted uses and smaller buildings, resulting in a highly truck-intensive development that is incompatible with and does not safeguard adjacent residential communities deleterious impacts with respect to traffic, noise, and other associated impacts created by the proposed industrial development.

B. The proposed project conflicts with and is inconsistent with one of the purposes of the City's Design Review process which is to maintain the public health, safety and welfare and property throughout the City.

(1) In evaluating the Project as a whole under the City's Design Review Chapter of the Banning Municipal Code (Chapter 17.56), the City Council must consider

additional factors. As stated by the Banning Municipal Code Section 17.56.010 (E), one of the purposes of Design Review is to "maintain the public health, safety and general welfare and property throughout the City."

(2) The external impacts of the Project upon the community would have a deleterious effect on public safety and to properties in its immediate vicinity. Specifically, the Project will result in a significant increase in truck traffic immediately adjacent to the Sun Lakes Country Club Community which lies across the street from the Project site. The Sun Lakes Club Community is a community exclusively for residents 55 years of age or older. Similarly, the Lakes Banning Retirement Home is an assisted living facility designated for senior living. These two residential communities are located in close proximity to the Project.

(3) The additional noise, traffic, and vehicular and pedestrian hazards that the residents in this 55 years or older age community would face from this Project will increase the public safety risks associated with this Project that is immediately adjacent to the Sun Lakes Country Club Community. These hazards include vehicular safety risks from residential vehicular trips to and from the Sun Lakes Country Club Community as the residents face a substantial increase in truck traffic on Sun Lakes Boulevard. In addition, pedestrian safety risks arise from residents who live in the Sun Lakes Country Club Community walking to and from their homes, along Sun Lakes Boulevard and up to the community shopping center at the northeast corner of Sun Lakes Boulevard and Highland Springs Avenue.

(4) Furthermore, the Project will introduce a truck-intensive industrial project adjacent to a spacious, quiet, heavily landscaped, and suburban planned residential community, creating a stark and incompatible conflict of uses immediately adjacent to each other. A truck intensive drive-isle is also planned immediately adjacent to and close to the easterly boundary of the site and immediately adjacent to an existing assisting living facility known as the Lakes Banning Retirement Home. Thus, although the land use may be permitted on the site by the General Plan and Specific Plan, the impacts of the Project at its current location will not achieve the purposes of Design Review of "maintain[ing] the public health, safety and general welfare and property throughout the City" because the Project would be detrimental to maintaining property surrounding the site in a manner that retains its current character, value, and features.

(5) For these reasons, the City Council finds that the Project does not accomplish this important goal and purpose of the Design Review process.

C. The design and layout of the proposed project will unreasonably interfere with the use and enjoyment of neighboring existing or future development.

(1) The design and layout of the Project will unreasonably interfere with the use or enjoyment of existing nearby neighborhoods. This design and layout will place a truck intensive development project immediately north and west of residential neighborhoods increasing traffic and compromising pedestrian safety. In addition, this truck intensive development project will impair the quiet enjoyment of the

abutting residential uses with vehicular noise and traffic.

D. The design and layout of the proposed project will result in vehicular and/or pedestrian hazards.

(1) As mentioned, the Sun Lakes Club Community is a community exclusively for residents 55 years of age or older and the Lakes Banning Retirement Home is an assisted senior living facility. These two residential communities are located in close proximity to the Project. The Sun Lakes Country Club community is a planned residential community around a large golf course. Golf is a popular recreational activity practiced by these two neighboring communities. The design and layout of the Project will result in vehicular and pedestrian hazards because there are minimal protections for pedestrians or golf cart users utilizing Sun Lakes Boulevard to connect to the Sun Lakes Country Club Community.

(2) The Project identifies three truck courts and semi-truck circulation access points. These are as follow:

- Access points off Sun Lakes Blvd: 40' wide driveway (at cul-de-sac) & 46' driveway (divided by 6' median) & 40' wide shared driveway;
- Access points for retail: West side - 24' wide driveway off Sun Lakes Village Dr & East side - Two (2) 26' wide driveways off shared driveway;
- Access points for warehouse: West side- 29'-10" wide driveway off Sun Lakes Village Dr & East side- Three (3) driveways 24' wide, 29' wide, 40' wide off shared driveway.

The Project's use and site plan will require 100 percent of daily and nightly truck trips traffic into and out of the site to utilize Sun Lakes Boulevard. Although the Project site has frontage only on Sun Lakes Boulevard, the development of the site for a large warehouse use rather than other smaller uses or a mix of various uses, will nonetheless result in a concentration of truck traffic among Sun Lakes Boulevard, which will conflict with the safe movement of pedestrians and area residents using golf carts. As such, the design and layout of the Project fails to take in account the accessibility needs of this age group when tailoring protections that will best protect the safety of pedestrian and seniors traveling and/or living nearby.

E. The design of the proposed project is incompatible with the character of the surrounding neighborhood.

(1) The Sun Lakes Club Community and the Lakes Banning Retirement Home are two residential communities in close proximity to this Project. The Project proposed pursuant to Design Review 21-7008 is incompatible with the character of the surrounding neighborhoods because the Project fails to account for the accessibility needs of the senior citizen population living and traveling near the Project. In addition, the truck intensive environment that would be generated by the Project will impair the quiet enjoyment of the abutting residential uses. Vehicular noise and traffic will conflict with the tranquil and quiet environment

sought out by senior residents living nearby.

(2) The design of the Project is incompatible with the character of the surrounding neighborhoods because there are minimal protections for pedestrians or golf cart users utilizing Project-impacted-streets. The design fails to take into account the accessibility needs of seniors and residents living nearby. In addition, community residents will be forced to share traffic impacted streets potentially exposing vulnerable community members, such as residents from the nearby assisted living facility, to traffic impacts that can potentially delay access to rapid emergency response services, exposing residents to new vehicular hazards.

SECTION 4: Project Denial and Upholding of Appeal. Based upon the findings and conclusions set forth in Sections 1 through 3 above, and all of the evidence (both written and oral) in the record, this City Council hereby disapproves the Tentative Parcel Map No. 38164; and upholds and sustains the Appeal of the Planning Commission's approval of Design Review No. 21-7008, thereby denying Design Review No. 21-7008.

SECTION 5: Environmental Findings.

A. The City Council, based on its independent judgment, does hereby find, determine and declare that the Project is exempt from the requirements of the California Environmental Quality Act ("CEQA") (Cal. Pub. Resources Code, § 21000 et seq.) and the State Guidelines (the "CEQA Guidelines") (14 Cal. Code Regs. § 15000 et seq.) pursuant to Section 15270(a) of the CEQA Guidelines because CEQA does not apply to projects which a public agency rejects or disapproves.

B. The Community Development Director is hereby directed to prepare and file a Notice of Exemption in the form and manner required by CEQA.

C. The custodian of records for the documents that constitute the record of proceedings upon which the City Council's decision is based is the City Clerk of the City of Banning. Those documents are available for public review in the Planning Division located at 99 E. Ramsey Street, Banning, California, 92220 during regular business hours.

SECTION 6: Certification. The City Clerk shall certify to the adoption of this Resolution.

SECTION 7: Effect. This Resolution shall take effect immediately upon its adoption.

SECTION 8: Judicial Review. The time within which judicial review, if available, of this decision must be sought is governed by California Code of Civil Procedure Section 1094.6, unless a shorter time is provided by other applicable law. The City Clerk shall mail by first class mail, postage prepaid, a certified copy of this Resolution and a copy of the affidavit or certificate of mailing to the Appellant, Applicant, and any other persons or entities requesting notice of determinations related to the decision.

PASSED, APPROVED AND ADOPTED this 10th day of September 2024.

Alberto Sanchez, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

Serita R. Young, City Attorney
Richards, Watson & Gershon

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2024-151, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 10th day of September 2024 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

The following information comprises the minutes for a regular meeting of the City Council, a joint meeting of the Banning City Council and Banning Utility Authority and a joint meeting of the Banning City Council and the Banning City Council sitting in its capacity as the Successor Agency Board.

MINUTES **7/9/2024**
CITY COUNCIL **REGULAR MEETING**

COUNCIL MEMBERS PRESENT: Council Member Sheri Flynn
Council Member David Happe
Mayor Pro Tem Minjares
Mayor Alberto Sanchez
Council Member Colleen Wallace

COUNCIL MEMBERS ABSENT: None

OTHERS PRESENT: Doug Schulze, City Manager
Laurie Sampson, Assistant City Manager
Serita Young, City Attorney
Caroline Patton, Administrative City Clerk
John Garside, Multimedia Specialist
Lincoln Bogard, Administrative Services Director
Art Vela, Director of Public Works
Emery Papp, Senior Planner

1. CALL TO ORDER

Mayor Sanchez called the regular meeting to order at 5:01 p.m.

1.1. Invocation – Reverend Dr. James Baylark of First Community Baptist Church led the invocation.

1.2. Pledge of Allegiance

1.3. Roll Call

COUNCIL MEMBER	PRESENT	ABSENT
Flynn, Sheri	✕	
Happe, David	✕	
Minjares, Rick	✕	
Sanchez, Alberto	✕	
Wallace, Colleen	✕	

2. AGENDA APPROVAL

2.1. Approve Agenda

Motion to approve the agenda, reordering agenda item 6.2 and 7.1 to before the consent agenda.

Motion by Mayor Sanchez
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

3. PRESENTATIONS

3.1 Proclamation - Parks and Recreation Month

4. REPORT ON CLOSED SESSION

Serita Young, City Attorney reported that there was discussion and direction provided to staff, with no final nor reportable action.

5. PUBLIC COMMENTS, CORRESPONDENCE, APPOINTMENTS, CITY COUNCIL COMMITTEE REPORTS, CITY MANAGER REPORT, AND CITY ATTORNEY REPORT

5.1. PUBLIC COMMENTS

The following individuals addressed City Council during Public Comment:

- Frank Burgess
- Lynnea Hagen
- Ellen Carr
- John Hagen
- Inge Schuler
- Virginia DeBry
- Cindy Barrington
- Diego Rose
- Kathleen Dale
- Virginia Cervantes
- Bill Hobbs
- Frank Connolly

5.2. CORRESPONDENCE

There were a number of items of correspondence related to Agenda Item 7.1 which were provided to the City Council. One item of correspondence was received related to general interest, which was also provided to the City Council.

5.3. APPOINTMENTS

5.3 Designation of Voting Delegate and Alternate for the 2024 League of California Cities (Cal Cities) Annual Conference

Motion to appoint Council Member Wallace as the Voting Delegate and Council Member Flynn as the Alternate for the 2024 League of California Cities (Cal Cities) Annual Conference.

Motion by Mayor Sanchez
Seconded by Mayor Pro Tem Minjares

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

5.4. CITY COUNCIL COMMITTEE REPORTS

Council Member Wallace reported on a Western Riverside County Regional Conservation Authority (RCA) meeting as well a CalCities Riverside Division meeting.

Mayor Pro Tem Minjares had no report.

Council Member Flynn reported on a Riverside County Transportation Commission (RCTC) meeting and a CalCities Riverside Division meeting. She also spoke on the Animal Shelter Ad Hoc Committee.

Council Member Happe had no report.

Mayor Sanchez had no report.

5.5. CITY MANAGER REPORT

City Manager Schulze reported on a recent Supreme Court ruling related to illegal camping ordinances. He then updated the City Council on the current status of animal shelter services in the City. He stated he would abstain from agenda item 6.9.

5.6. CITY ATTORNEY REPORT

City Attorney Young noted that she would be abstaining from agenda item 6.18.

5.7. CITY TREASURER REPORT

City Treasurer Geronimo was not in attendance.

6.2 Consideration of Resolution 2024-113, a Resolution of the City Council of the City of Banning, California, Setting Aside and Vacating its Previous Approval of Tentative Parcel Map No. 38164, Approval of Design Review 21-7008 and Denial of the Appeal of the Planning Commission's Approval of Design Review 21- 7008, and Adoption of an Addendum, All in Connection with the Banning Point Project, Doing so in Compliance with the Peremptory Writ of Mandate that Requires the City

Council to Set Aside and Vacate those Decisions, and Rescinding City Council Resolution 2022-14

Serita Young, City Attorney, presented the staff report.

Public Comment

- Kathleen Dale
- Inge Schuler
- Ismael Morales
- Paige Gosney

Motion to adopt Resolution 2024-113.

Motion by Mayor Sanchez
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

Mayor Sanchez announced a recess at 6:21 p.m. The meeting was reconvened at 6:39 p.m.

7.1. Consideration of Resolution 2024-114, (1) Approving Tentative Parcel Map No. 38164, Allowing the Subdivision of Approximately 47 Gross Acres of Vacant Land Into Three Parcels; (2) Affirming the Planning Commission's Approval of Design Review No. 21-7008 and Denying an Appeal of that Decision and Permitting the Construction of a Proposed 619,959 Square Foot Industrial Warehouse Building, including 10,000 Square Feet of Office Space and a Combined 34,000 Square Feet of Retail/Commercial Buildings, on Real Property Located within the Boundaries of the Sun Lakes Village North Specific Plan Area (APN: 419- 140-057); and (3) Adopting an Addendum under the California Environmental Quality Act (CEQA) and Making Findings in Support Thereof, Including Findings of Consistency with the Certified Environmental Impact Report Prepared for Amendment No. 5 to the Sun Lakes Village North Specific Plan (SCH # 2020029074)

Mayor Sanchez explained the procedural order of the meeting, the use of speaker cards, the time limit for public comments and the rules of decorum.

Mayor Sanchez invited the Council Members to disclose any "extra-meeting contacts" with applicant and/or appellant:

- **Council Member Wallace** reported she had met with the applicant but gained no additional information than presented in the staff report.
- **Mayor Pro Tem Minjares** reported having attended no meetings.

- **Council Member Flynn** reported having participated in two Pass Action Group meetings as an observer.
- **Council Member Happe** reported he had met with the applicant but gained no additional information than presented in the staff report.
- **Mayor Sanchez** reported having attended no meetings.

Emery Papp, Senior Planner, presented the staff report to the City Council.

Applicant Presentation
Josh Zemon and Auggie Gomez of Creation Equity presented on behalf of the project applicant. Paige Gosley, Legal Counsel for the applicant, spoke on behalf of Creation Equity. Applicants answered the City Council's clarifying questions.

Appellant Presentation
Randy Robbins presented on behalf of the appellant, Pass Action Group. Appellants answered the City Council's clarifying questions.

Appellant Rebuttal
Kevin Bundy, Legal Counsel for the appellants, presented on behalf of the Pass Action Group.

Applicant Rebuttal
Paige Gosley, Legal Counsel for the applicants, presented on behalf of Creation Equity. Josh Zemon also addressed the City Council in support of the project.

Mayor Sanchez announced a recess at 8:41 p.m. The meeting was reconvened at 9:05 p.m.

Public Testimony
- Juan Serrato spoke in support.
- Jonathan Dailey spoke in support.
- Alex Zamora spoke in support.
- Virginia DeBry spoke in opposition.
- John Swem spoke in opposition.
- Bruce L. Brown spoke in opposition.
- Michele Walter spoke in opposition.
- James Corrigan spoke in opposition.
- Al Sanchez spoke in support.
- John Hagen spoke in opposition.
- Virgina E. Cervantes spoke in opposition.
- Nick Gumbleton spoke in support.
- Andrew Mayorga spoke in support.
- Ralph Velador spoke in support.
- Jose Radillo spoke in support.
- Ismael Morales spoke in opposition.
- Ron Roy spoke in opposition.
- Jose Garcia spoke in support.
- Mario Gamboa spoke in support.
- Steven Parker spoke in opposition.
- Efrain Lopez spoke in support.

- Jayson Baiz spoke in support.
- Richard McHard spoke in opposition.
- Bill Hobbs spoke in opposition.
- Betty Badalamente spoke in opposition.
- Kathleen Dale spoke in opposition.

Motion to direct staff to prepare a resolution approving the tentative parcel map.

Motion by Council Member Flynn
Seconded by Mayor Pro Tem Minjares

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

Motion to direct staff to prepare a resolution denying Design Review 21-7008 based on the facts articulated by the City Council supporting findings for denial and bring the resolution back to City Council for their consideration at a future meeting.

Motion by Mayor Pro Tem Minjares
Seconded by Council Member Flynn

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto		✕			
Wallace, Colleen		✕			

Motion approved by a vote of 3-2.

Motion to continue the meeting until 11:00 p.m.

Motion by Mayor Sanchez
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

Mayor Sanchez announced a recess at 10:48 p.m. The meeting was reconvened at 10:59 p.m.

6. CONSENT AGENDA

6.1 Approval of the Meeting Minutes for the June 25, 2024 City Council Meetings

6.2 ~~Consideration of Resolution 2024- 113, a Resolution of the City Council of the City of Banning, California, Setting Aside and Vacating its Previous Approval of Tentative Parcel Map No. 38164, Approval of Design Review 21-7008 and Denial of the Appeal of the Planning Commission's Approval of Design Review 21- 7008, and Adoption of an Addendum, All in Connection with the Banning Point Project, Doing so in Compliance with the Peremptory Writ of Mandate that Requires the City Council to Set Aside and Vacate those Decisions, and Rescinding City Council Resolution 2022-14~~ *Considered above.*

6.3 Consideration of Resolution 2024 -115, Awarding a Citywide Professional Services Agreement for As Needed Public Relations and Community Outreach Consulting Services in the amount of $295,000 for Three (3) Year Agreement with DeGrave Communications Inc.

6.4 Consideration of Resolution 2024 -116, Approving the Award of Contract for Roadway and Storm Drain Asset Collection and Analysis with Roadway Asset Services of Austin, Texas for Fiscal Year 2024/2025 in the Amount of $302,082

6.5 Consideration of Resolution 2024-117, Approving an Exclusive Negotiating Agreement with Investel Development LLC for City-Owned Real Property Located at 150 E. Ramsey Street, Banning (APNs 541-181-032, 541-181-033, 541-181-034, and 541-181-035)

6.6 Consider Resolution 2024- 118, Rescinding its Adoption of Resolution 2024-66, and Approving an Office Lease with Riverside County on Behalf of the Emergency Management Department for Office Space within the Armory Located at 2041 W. Nicolet St. to be used by the Radio Amateur Emergency Service (RACES)

6.7 Consideration of Resolution 2024- 119, Awarding a Professional Services Agreement for the Design of Traffic Signal Hardware Upgrade at 17 Intersections to STC Traffic, Inc. in the amount of $74,760 and Approving a 10% Contingency for a Total Project Budget of "Not-to-Exceed" $82,236

6.8 Consideration of Resolution 2024-120, Approving and Authorizing Submittal of California Emergency Management Agency Form to California Office of Emergency Services Form 130 Designating Personnel to Act As the Agent for the City When Seeking Financial Assistance After a Disaster

6.9 Consideration of Resolution 2024-121, Approving a Deposit/Reimbursement Agreement with NP Banning Industrial, LLC

6.10 Consideration of Resolution 2024-122, Adopting Administrative Policy, Risk Management (RM) #6 - A Workplace Violence Prevention Plan

6.11 Consideration of Resolution 2024-123, Approving the Line Extension Reimbursement Agreement Between the City of Banning and Robertson's Ready Mix, LTD

6.12 Consideration of Resolution 2024-124, Awarding a Contract with Pinnacle Petroleum Inc. for Unleaded and Diesel Bulk Fuel Services in the Amount of $500,000

6.13 Consideration of Resolution 2024-125, Approving A Successor Memorandum of Understandings with the Teamsters Local 1932, Representing the Association of Mid-Management and Professional Employees, Effective July 1, 2022, through June

30, 2024, and Authorizing the City Manager to Finalize and Execute a Successor Agreement

6.14 Consideration of Resolution 2024-06 UA, Adopting the City of Banning's Sanitary Sewer Management Plan

6.15 Second Reading and Adoption of Ordinance 1605, Amending Table 17.08.020 of Section 17.08.020 of Article I of Chapter 17.08 of Division II of Title 17 of the City of Banning Municipal Code to Clarify that Affordable Housing Uses are Permitted by Right and are not Subject to Discretionary Action in Specified Zoning Districts as Required by State Law; and Making a Determination of Exemption from the California Environmental Quality Act

6.16 Accept as Complete Various Improvements Related to the Atwell Specific Plan Development and Authorize the 90% Bond Exoneration

6.17 Butterfield Specific Plan Project ("Atwell") Annual Development Agreement Review for 2024

6.18 City Attorney Annual Consumer Price Index (CPI) Adjustment

6.19 Consideration of Resolution 2024-126, Declaring the Intent of the City to be Reimbursed for Certain Capital Expenditures from the Proceeds of Indebtedness

6.20 Consideration of Resolution 2024-127, Approving the purchase of a 2024 Chevrolet Silverado and All Needed Up Fitting Using PACT Funds in an Amount Not to Exceed $97,250.00

Public Comment
None

Motion to adopt consent agenda items 6.6 to 6.8, 6.10 to 6.17, and 6.19.

Motion by Council Member Wallace
Seconded by Council Member Happe

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

Motion to continue the meeting for another hour, to 12:00 a.m.

Motion by Mayor Sanchez
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

6.1 Approval of the Meeting Minutes for the June 25, 2024 City Council Meetings

Public Comment
None

Motion to attach the list of recommendations from the Animal Shelter Ad Hoc Committee to the meeting minutes for the Special City Council Meeting - Workshop that occurred on June 25, 2024.

Motion by Council Member Happe
Seconded by Mayor Pro Tem Minjares

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

6.3 Consideration of Resolution 2024-115, Awarding a Citywide Professional Services Agreement for As Needed Public Relations and Community Outreach Consulting Services in the amount of $295,000 for Three (3) Year Agreement with DeGrave Communications Inc.

Art Vela, Director of Public Works, responded to questions.

Public Comment
None

Doug Schulze, City Manager, added additional context to the staff report.

Motion to adopt Resolution 2024-115.

Motion by Council Member Happe
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri		✕			
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 4-1.

6.4 Consideration of Resolution 2024-116, Approving the Award of Contract for Roadway and Storm Drain Asset Collection and Analysis with Roadway Asset Services of Austin, Texas for Fiscal Year 2024/2025 in the Amount of $302,082

Art Vela, Director of Public Works, responded to questions.

Public Comment
None

Motion to adopt Resolution 2024-116.

Motion by Council Member Wallace
Seconded by Council Member Happe

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

6.5 Consideration of Resolution 2024-117, Approving an Exclusive Negotiating Agreement with Investel Development LLC for City-Owned Real Property Located at 150 E. Ramsey Street, Banning (APNs 541-181-032, 541-181-033, 541-181-034, and 541-181-035)

Doug Schulze, City Manager, responded to questions.

Public Comment
None

Motion to adopt Resolution 2024-117.

Motion by Council Member Wallace
Seconded by Mayor Pro Tem Minjares

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri		✕			
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 4-1.

6.9 Consideration of Resolution 2024-121, Approving a Deposit/Reimbursement Agreement with NP Banning Industrial, LLC

City Manager Schulze stated he would recuse himself due to personal property within 500 feet of the project.

Emery Papp, Senior Planner, responded to questions.

Public Comment
- Frank Connolly

Motion to adopt Resolution 2024-121.

Motion by Council Member Happe
Seconded by Mayor Pro Tem Minjares

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

6.18 City Attorney Annual Consumer Price Index (CPI) Adjustment

City Attorney Young stated she would recuse herself due to a financial interest in her employer.

Lincoln Bogard, Administrative Services Director, responded to questions.

Public Comment
- Frank Connolly

Motion to approving the annual rate increase in excess of 3% for the legal services agreement with Richards, Watson, and Gershon.

Motion by Council Member Wallace
Seconded by Council Member Happe

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri		✕			
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 4-1.

6.20 Consideration of Resolution 2024-127, Approving the purchase of a 2024 Chevrolet Silverado and All Needed Up Fitting Using PACT Funds in an Amount Not to Exceed $97,250.00

Lincoln Bogard, Administrative Services Director, and Brandon Smith, Police Lieutenant, responded to questions.

Public Comment
None

Motion to adopt Resolution 2024-127.

Motion by Mayor Sanchez
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

7. PUBLIC HEARING(S)

7.1 ~~Consideration of Resolution 2024-114, (1) Approving Tentative Parcel Map No. 38164, Allowing the Subdivision of Approximately 47 Gross Acres of Vacant Land Into Three Parcels; (2) Affirming the Planning Commission's Approval of Design Review No. 21-7008 and Denying an Appeal of that Decision and Permitting the Construction of a Proposed 619,959 Square Foot Industrial Warehouse Building, including 10,000 Square Feet of Office Space and a Combined 34,000 Square Feet of Retail/Commercial Buildings, on Real Property Located within the Boundaries of the Sun Lakes Village North Specific Plan Area (APN: 419- 140-057); and (3) Adopting an Addendum under the California Environmental Quality Act (CEQA) and Making Findings in Support Thereof, Including Findings of Consistency with the Certified Environmental Impact Report Prepared for Amendment No. 5 to the Sun Lakes Village North Specific Plan (SCH # 2020029074)~~ *Considered above.*

8. REPORTS OF OFFICERS

None

9. DISCUSSION ITEM(S)

None

10. ITEMS FOR FUTURE AGENDAS

10.1. New Items

1. Increasing City Council, City Treasurer, City Clerk Compensation (Flynn)

10.2. Pending Items:

1. Grow Banning (Sanchez)
2. Neighborhood Groups/Identities (Minjares)
3. Update on Community Garden (Flynn)
4. Zencity Contract (Flynn)
5. Zoom Options for Public Meetings (Flynn)
6. Developer Presentation on Sunset Crossroads Project (Flynn)
7. City Manager Evaluation (Flynn)
8. ~~Closed Session: Information Given to the Council on Lawsuit against the City (Flynn)~~
9. All Active Lawsuits against the City (Flynn)
10. Plot Map for Warehouses (Current/Planned) in the City (Flynn)

11. ADJOURNMENT

Motion to adjourn.

Motion by Mayor Pro Tem Minjares
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

The meeting was adjourned at 11:47 p.m.

Minutes Prepared by:

Caroline Patton, Administrative City Clerk

*These minutes have been prepared as **Action Minutes** in accordance with City Council Resolution 1995-21 and Government Code Sections 36814, 40801, and 54953(c)(2).*

This entire meeting and all associated documents may be viewed here:
https://banningca.granicus.com/ViewPublisher.php?view_id=1

ATTACHMENTS:

Exhibit A – Public Comment Received
Exhibit B – Agenda Item 7.1 – Staff Presentation

Exhibit C – Agenda Item 7.1 – Applicant Presentation
Exhibit D – Agenda Item 7.1 – Appellant Presentation
Exhibit E – Agenda Item 7.1 – Public Comment Received

Exhibit A

From:	Kathy Martin
Sent:	Tuesday, July 9, 2024 4:37 PM
To:	City Manager; Alberto Sanchez; Rick Minjares; David Happe; Colleen Wallace; Caroline Patton
Subject:	Request for Action About a Council Member's Behavior
Attachments:	Tonight's City Council Meeting June 25, 2024.eml

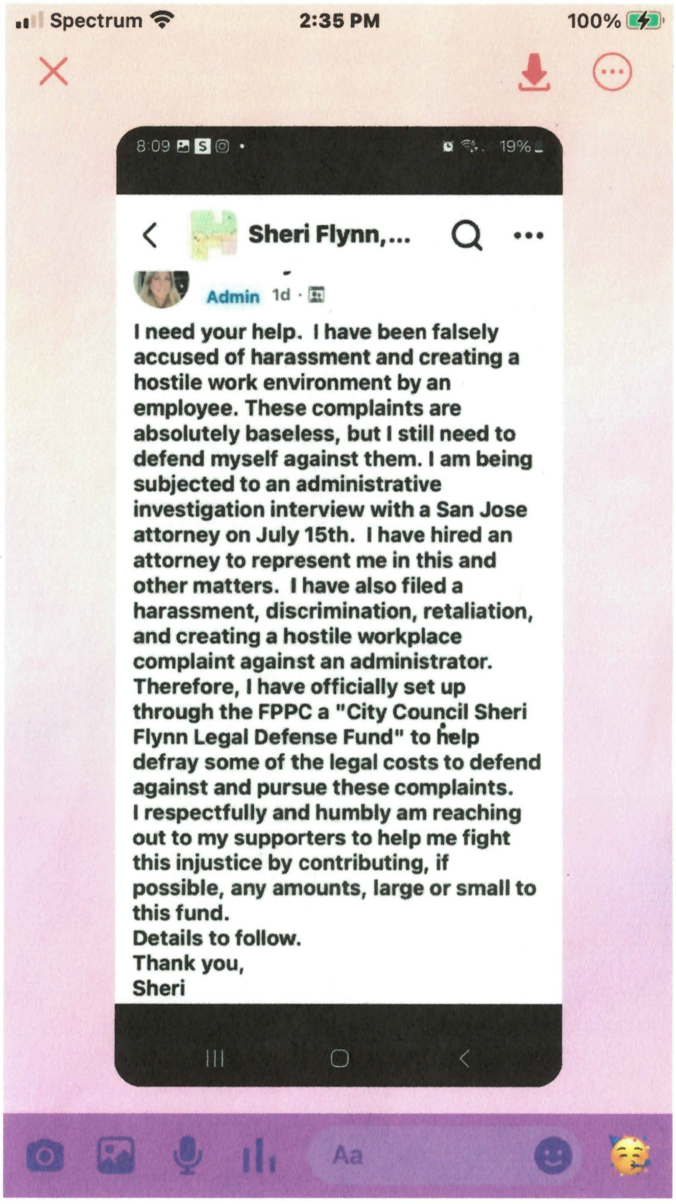
Dear City of Banning Representatives,

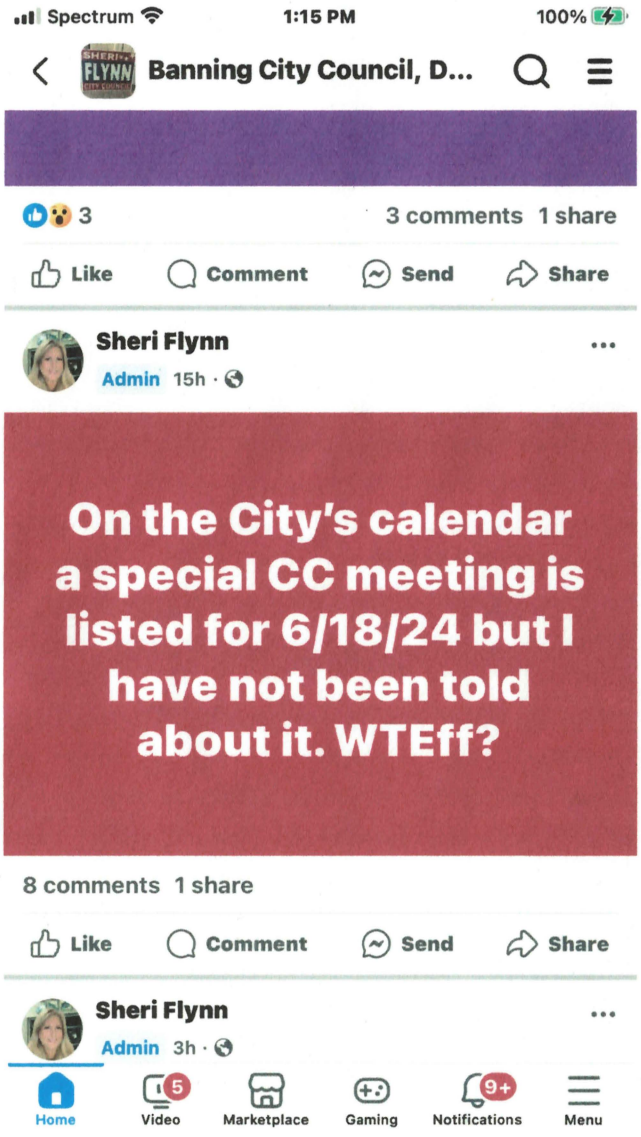
I've forwarded the last email I sent to all of you (June 25, 2024) concerning behavior of Council Member Sheri Flynn at council meetings, on social media, and most recently in person. I never received a reply email, nor did I see any improvement in the behavior I cited that damages our city's reputation, community confidence, and now, my personal safety.

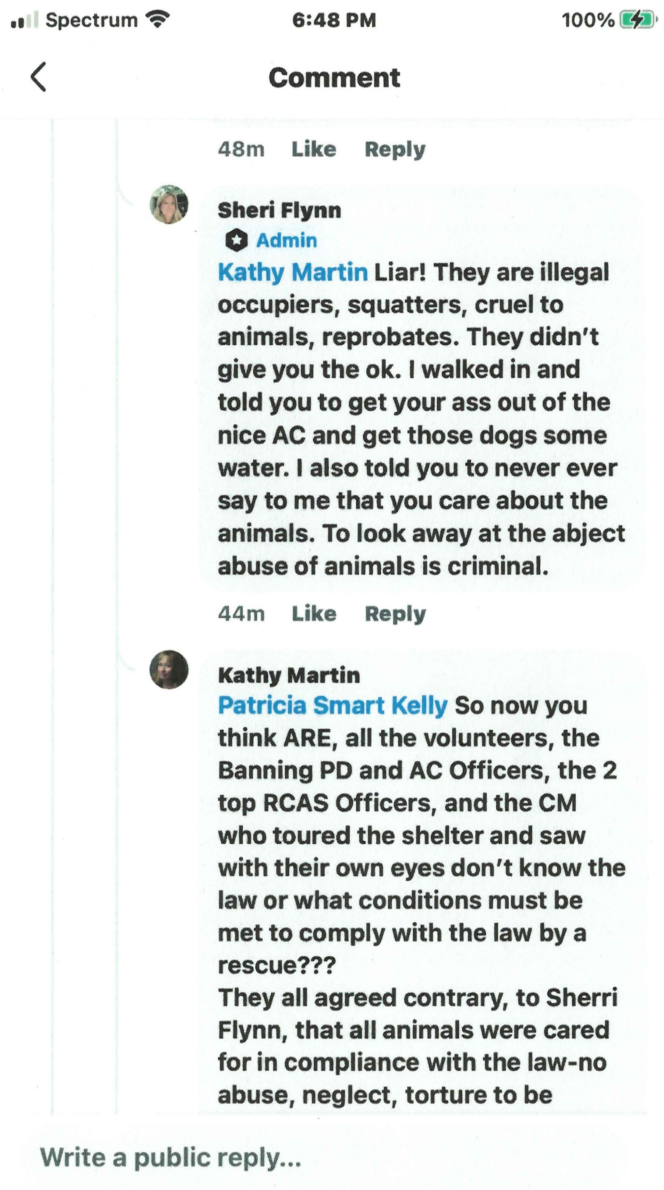
I've witnessed CM Flynn heckle community members who have an opinion contrary to her own during public comments. "Wipe that smile off your face" (directed to Chef Jeff Platt), "You're a liar" (directed at me when I stated I'd emailed and left a phone message on her city phone-she later found out she had IT problems.) She has overtalked every one of you, including the District Attorney, and not faced consequences.

On Facebook and elsewhere, she calls you (as a group or individually) "rubber stampers, liars, harassers, crooks accepting illegal donations via pay for play agreements, unintelligent, felons, uneducated, lazy"...and mumbled cuss words when she thought no one was listening.

CM Flynn and her surrogates post embarrassing, unprofessional memes, and comments on Facebook's "Positively Banned in Banning" and "Banning City Council District 3, Sheri Flynn". I have screen shotted more than 100 of them because after each rant, she takes them back down. Here are just a few:


Spectrum
2:35 PM
100%
8:09
19%
Sheri Flynn,...
Admin 1d ·
I need your help. I have been falsely accused of harassment and creating a hostile work environment by an employee. These complaints are absolutely baseless, but I still need to defend myself against them. I am being subjected to an administrative investigation interview with a San Jose attorney on July 15th. I have hired an attorney to represent me in this and other matters. I have also filed a harassment, discrimination, retaliation, and creating a hostile workplace complaint against an administrator. Therefore, I have officially set up through the FPPC a "City Council Sheri Flynn Legal Defense Fund" to help defray some of the legal costs to defend against and pursue these complaints. I respectfully and humbly am reaching out to my supporters to help me fight this injustice by contributing, if possible, any amounts, large or small to this fund.
Details to follow.
Thank you,
Sheri
Aa


Spectrum
1:15 PM
100%
Banning City Council, D...
3
3 comments 1 share
Like
Comment
Send
Share
Sheri Flynn
Admin 15h ·
On the City's calendar a special CC meeting is listed for 6/18/24 but I have not been told about it. WTEff?
8 comments 1 share
Like
Comment
Send
Share
Sheri Flynn
Admin 3h ·
Home
Video
Marketplace
Gaming
Notifications
Menu



Although Ms. Flynn has been unkind to me before, she was threatening and intimidating with her words and behavior on July 5, 2024 towards me and others. In her 2nd unannounced "Free The Animals-They Are Being Abused, Tortured, and Neglected" attempt, I witnessed her disrespect toward the Banning Police, ARE Staff, the CM, and 3 volunteers (myself included). Her hollering, demanding, swearing, gesturing behavior was unsettling.

The police had asked us to stay in the office building while he investigated Ms. Flynn's request to arrest Amber for squatting and torturing the animals. While Amber and the CM calmly discussed matters in a back office, Ms. Flynn pushed through the front door, exited into the kennel area and grabbed the hose. She ordered me to "Get your a** out there and give the animals water-they are dying." I told her the police told us we couldn't do our work until she left. She hollered and pointed her finger in my face, "Kathy Martin, you b****, don't ever tell me you care about animals because you are an abuser too!"

After she left, RCAS and CM Doug Schulze toured the campus and found no areas that were out of compliance with the laws. (We were hosing the kennels and refilling water dishes with cold water every few hours lately.) From that day forward, Ms. Flynn and her surrogates are posting videos Sheri took on July 5 to support her unfounded claims for all to see.

Please rein in the hostile behavior Council Member Flynn has been allowed to get away with for too long. Only then will I feel safe and protected enough to attend city council meetings.

Sincerely,

Kathleen M. Martin

Get Outlook for iOS

From: Kathy Martin
Sent: Tuesday, June 25, 2024 4:37 PM
To: citymanager@banningca.gov; asanchez@banningca.gov; rminjares@banningca.gov; cwallace@banningca.gov; Dhappe@banningca.gov
Subject: Tonight's City Council Meeting June 25, 2024

Dear City Manager and City Council,

I read you will be discussing the city's plans for the Banning Animal Shelter this evening. I want to let you know that I appreciate the courteous, concerned, and kind way you have listened to my experiences and ideas about the future of the ARE Rescue since I took up the cause in December of this year. Because of this, I will support and respect whatever decision you come up with as I believe you have considered this challenge, as well as many other challenges that Banning faces. I see that in your decisions to welcome and expand businesses and improve the way others see our city. I have seen all who've been sent this email attend and support community events (Town Hall Meetings, the Veteran's Expo, Chamber openings, Habitat for Humanity openings, holiday celebrations, etc.). You are actively promoting what can make our city grow in a positive direction.

What I cannot do is attend a meeting where one apple upsets the whole apple cart. She uses profane and degrading language. She accuses others of being "rubber stampers" if they don't fully back her ideas without question. She labels groups of you as "crooks", "liars", "buddies", folks who "have something to hide", and "pay-for-players" when votes don't go her way. She chatters audibly and to herself when others (council and community members alike) speak on a position she's not already on board with. She has tantrums and claimed "harassment" for a decision made during a closed meeting.

I will be watching the meeting from home tonight. I hope for peace, civility, and acceptance so the community can move forward in as an intelligent and affordable way as is possible.

Respectfully,

Kathleen Martin
5700 W. Wilson St. #137
Banning, CA 92220

auntiekath1@msn.com

Exhibit A

City of Banning Fire Services

Office of the Fire Marshal

Project Corrections

Date: 6/28/24
City Case Number:
Project Name: 1372 Vista Serena Banning, Ca 92220
Address: 1372 Vista Serena Banning, Ca 92220 → 1248 Vista Serena
Reviewed By: Mikki Sherry, Supervising Fire Marshal
Fire Department Permit Number:
City of Banning Office of the Fire Marshal

It is the responsibility of the recipient of these Fire Department conditions to forward them to all interested parties. The permit number (**as it is noted above**) is required on all correspondence.

Additional information is available at our website: www.rvcfire.org

Questions should be directed to the Riverside County Fire Department, Office of the Fire Marshal at 99 E. Ramsey St. Banning, CA 92220 (951) 922-3169.

With respect to the conditions of approval for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

1. Provide documentation that gate was permitted through the City of Banning or submit gate plans to acquire permits for the Fire Department access gate. 143" X 6'
2. ~~Provide AES 1 and AES 4 per NFPA for testing of underground private fire hydrants from a C-16 contractor.~~
3. Re-stripe fire lanes red and wording shall be white specifying, "NO PARKING FIRE LANES – CVC 22500.1"
4. Cover open electrical at doorbell adjacent to unit 1365.
5. Fire extinguishers throughout property shall be relocated to an accessible location or trim shrubs to allow access to the fire extinguisher.
6. ~~Addressing shall permanently marked at the following locations: 1278, 1276, 1274~~, 1272.
7. Reduce flammable liquids (Class I liquids) to less than 5 gallons or provide a flammable liquids cabinet in maintenance garage.
8. Provide housekeeping in maintenance shed.
9. Remove leaves from pool pump area.
10. Remove multisplit in laundry room or provide an additional outlet in laundry room area.
11. Fire extinguishers shall be placed every 75 feet of travel distance throughout property.

Should you have any questions, or if some items are unclear, please phone our office at 951-922-3169 and speak with Supervising Fire Marshal, Mikki Sherry to assist you with these conditions.

Mikki Sherry, Supervising Fire Marshal

CAL FIRE/Riverside County Fire Department
City of Banning Office of the Fire Marshal
Office - (951) 922-3169
msherry@banningca.gov

CITY COUNCIL AGENDA

ITEM 7.1 PUBLIC HEARING
JULY 9, 2024
DR 21-7008 & TPM 38164

BANNING POINT PROJECT – CONSIDERATION OF RESOLUTION 2024-114 APPROVING A TENTATIVE PARCEL MAP TO DIVIDE 47 ACRES OF VACANT LAND INTO 3 PARCELS; AND AFFIRMING THE PLANNING COMMISSION'S APPROVAL OF DESIGN REVIEW (AND DENYING AN APPEAL OF THAT DECISION) FOR A PROPOSED INDUSTRIAL WAREHOUSE BUILDING OF 619,959 SQUARE FEET, INCLUDING 10,000 SQUARE FEET OF OFFICE SPACE, AND SIX RETAIL/COMMERCIAL BUILDINGS TOTALING 34,000 SQUARE FEET WITHIN THE SUN LAKES VILLAGE NORTH SPECIFIC PLAN AREA (APN 419-140-057)

Background/Project Timeline

- In December 2020, the City Council approved Amendment No. 5 to the SLVNSP which modified land uses in the Plan area, including those in the Banning Point Project area.

  The prior SLVNSP Amendment No. 4 allowed for:

  24.81 Acres (Planning Area B) for Auto Dealership uses adjacent to I-10/UP ROW

  10.79 Acres (Planning Area D) for Retail/Commercial Uses

  6.58 Acres (Planning Area E) for Retail/Commercial/Auto Dealership uses

  4.92 Acres for Streets and Circulation

  The SLVNSP Amendment No. 5 currently allows for:

  30.22 Acres for a Business & Warehouse District

  10.06 Acres for an Office & Professional District

  6.83 Acres for a Retail & Service District

- In connection with Amendment No. 5, the City Council certified a Program Environmental Impact Report (EIR) prepared under the California Environmental Quality Act (CEQA).
- No one challenged the Program EIR or Amendment No. 5, and those actions are now final.

BANNING CALIFORNIA

Background/Project Timeline (cont'd)

- The Banning Point Project Design Review (DR) and Tentative Parcel Map (TPM) applications were heard by the Planning Commission on October 19, 2021 and on December 1, 2021.
- The Planning Commission approved the DR and recommended approval of the TPM to the City Council.
- The Planning Commission's action was appealed by the Pass Area Action Group (PAG) and set for hearing on January 31, 2022, which was rescheduled to February 17, 2022 at the request of PAG and the Applicant.
- The City Council adopted an Addendum to the Program EIR under CEQA (as the Project proposes a smaller development than that analyzed in the Program EIR), denied the appeal of DR 21-7008, and approved TPM 38164 on February 17, 2022 when it adopted Resolution 2011-14 by a vote of 4-1, Councilmember Hamilin voting "No."

BANNING CALIFORNIA

Background/Project Timeline (cont'd)

- On April 18, 2022, PAG filed a lawsuit in Riverside County Superior Court, challenging the City's approval of the Project.
- The lawsuit challenged the City Council hearing in two main respects:
  - The lawsuit alleged that three Councilmembers were biased and thus the hearing was not fair.
  - The lawsuit alleged that the City violated CEQA by adopting an Addendum to the Program EIR.

Background/Project Timeline (con't.)

- Following briefing and a bench trial, on March 13, 2024, the trial court ruled that the former Councilmember Hamlin was biased and thus the hearing was not fair. The Court ordered the City Council to set aside and vacate the approvals, and to hold a new hearing without the participation of (former) Councilmember Hamlin if the Project was going to be reconsidered.
- The Court also ruled that PAG "… has not carried its burden of proof on any remaining issue" and the Court "would not grant the writ but for the fair hearing issue."
  - The Court ruled that the City fully complied with CEQA in its determination that the Project is consistent with the Program EIR certified for Amendment No. 5 to the Sun Lakes Village North Specific Plan and the Addendum prepared for the Project is appropriate.
  - The Court also ruled that the Project is consistent with the General Plan, and that the City's required findings in support of the Project were supported by substantial evidence.

Purpose of Hearing

- The purpose of the hearing is to reconsider the Project, and PAG's appeal, without the participation of former Councilmember Hamlin.
- At the conclusion of the public hearing, the City Council will deliberate on the proposed TPM, the appeal of the Planning Commission's approval of the DR for the Project, and the Addendum prepared under CEQA.

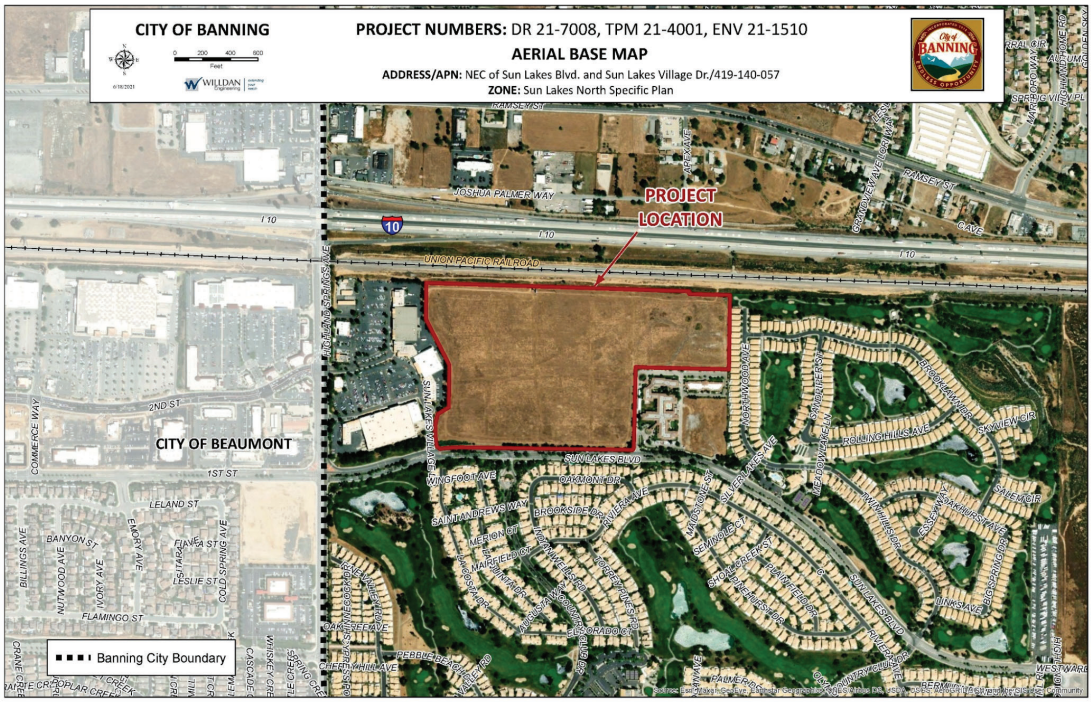
BANNING CALIFORNIA

Project Overview

BANNING CALIFORNIA

Vicinity Map

Aerial Map



Zoning Map



Figure 4 – Land Use Plan

BANNING CALIFORNIA

Development Opportunities

BANNING CALIFORNIA

Land Use Summary Table

	Existing Use	Zoning Classification	General Plan Designation
Subject Site	Vacant Land	Sun Lakes North SP*	Sun Lakes North SP*
North	Right-of-Way	R/W	R/W
South	Residential	Specific Plan Zone	Medium Density Residential (MDR)
East	Residential	Low Density Residential (LDR)	LDR
West	Sun Lakes Village Shopping Center	Specific Plan Zone	General Commercial

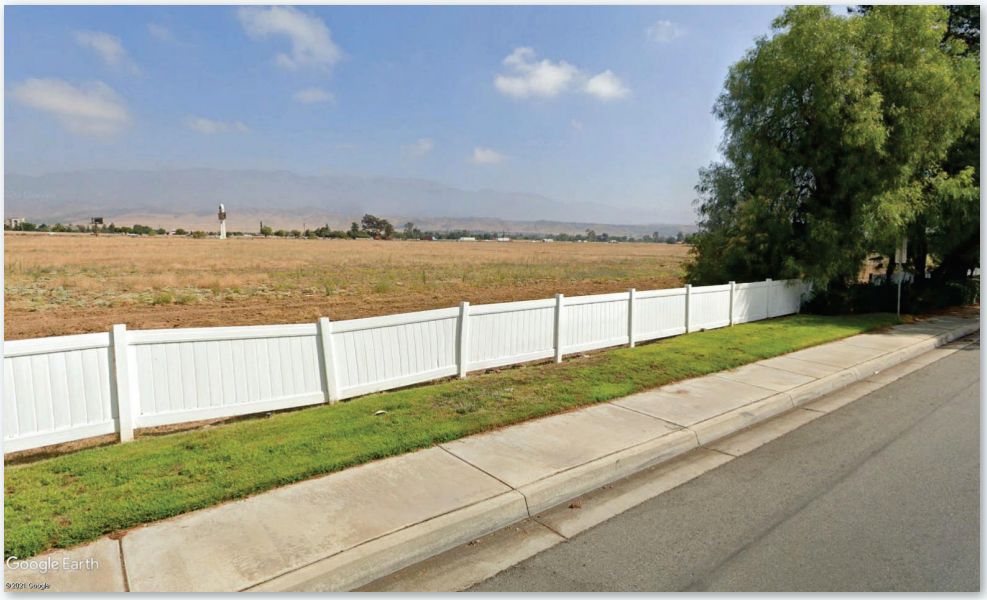
**The Sun Lakes North Specific Plan Amendment No. 5 Land Use Map shows the Site as Business & Warehouse and Office & Professional.*

Land Use Summary Table

Project Overview

	SLVNSP Designation		Banning Point Project		Consistent?
Characteristic	BW	RS	Warehouse	Retail	
Land Use	Business + Warehouse	Retail + Service	Warehouse	Retail + Restaurant Pads	Yes
Allowed Uses	Warehouses	Retail + Restaurants	Warehouse	Retail + Restaurants	Yes
Acres	30.22	6.83	30.22	6.83	Yes
FAR (maximum)	0.55	0.60	0.47	0.11	Yes
Allowed Area (SF)	**877,298**	**37,189**	**619,959**	**34,000**	**Yes**

Site Photos



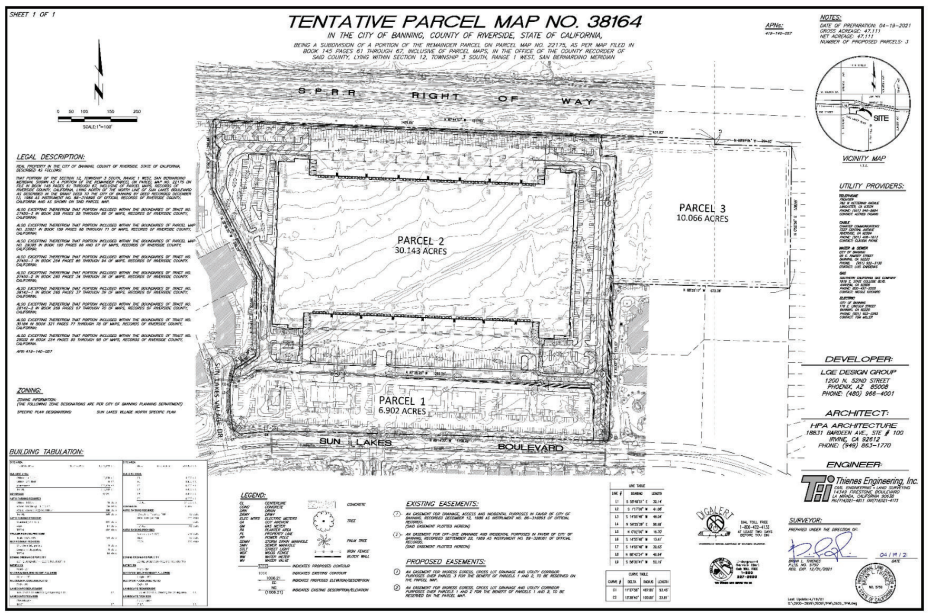
Site Photos



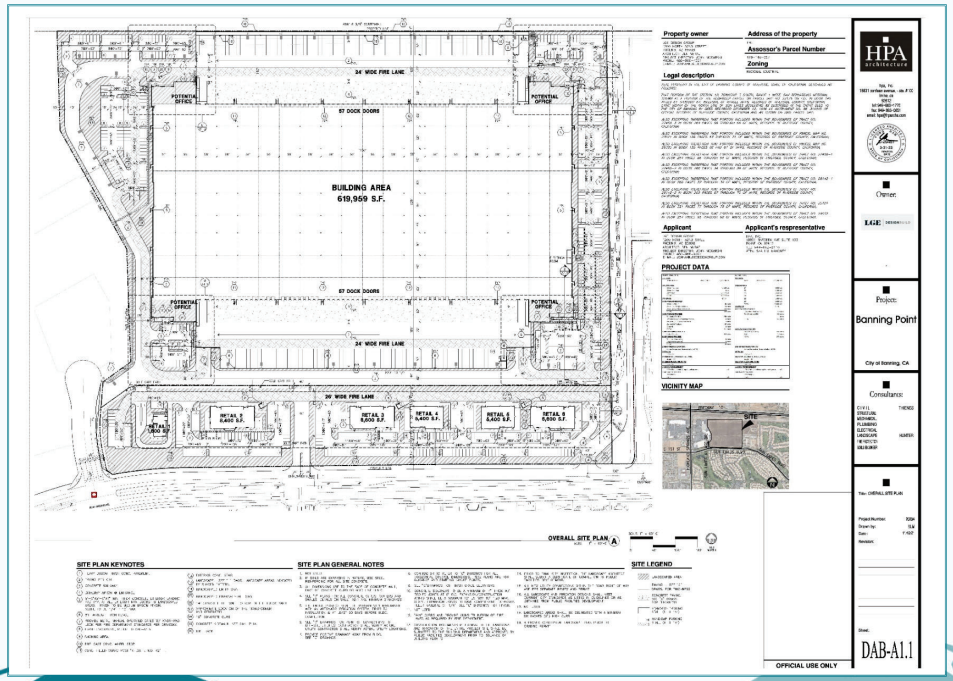
Project Description

- Industrial Warehouse Building (619,959 s.f.)
- Retail Commercial (34,000 s.f.)
- Public Improvements, landscaping, and on-site detention
- TPM 38164 - Subdivision of 47-acres into 3 lots

Tentative Parcel Map



Site Plan



Proposed Project Circulation

Site Plan – Ingress/Egress



Proposed Vehicle Access Plan



Sun Lakes Village North Specific Plan Amendment #5

PRELIMINARY CIRCULATION PLAN

Preliminary Landscape Plan

Landscape Example Photos

Sun Lakes North Specific Plan

Architectural Drawings

Architectural Drawings (cont'd)

BANNING CALIFORNIA

Color Elevations & Materials

HPA architecture

BANNING POINT
CITY OF BANNING, CALIFORNIA

LGE | DESIGNBUILD

Job No. 20394.00 CONCEPTUAL COLORED ELEVATIONS - RETAIL - BUILDING 1 03.19.2021

BANNING CALIFORNIA

Color Elevations & Materials

LGE | DESIGNGROUP

Banning 47

Banning, California
2019 . 11 . 13

RENDERING CONCEPT 5 - NORTH ENTRY VIEW

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Color Elevations & Materials

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BANNING POINT BUSINESS PARK

Banning, California
2021 . 01 . 25

RENDERING CONCEPT 5 - NORTH ENTRY VIEW

This artist rendering is for conceptual design only and should not be referred to as a construction document.

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City of BANNING ENDLESS OPPORTUNITY

BANNING CALIFORNIA

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BANNING POINT BUSINESS PARK

Banning, California
2021 . 01 . 25

RENDERING CONCEPT 5 - NORTH ENTRY VIEW

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BANNING POINT BUSINESS PARK

Banning, California
2021 . 01 . 25

RENDERING CONCEPT 5 - NORTH ENTRY VIEW

This artist rendering is for conceptual design only and should not be referred to as a construction document.

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City of BANNING ENDLESS OPPORTUNITY

Public Notice

- June 11, 2024 – City Council Public Hearing (10-days prior/1,000-foot radius – canceled)
- July 9, 2024 - City Council Public Hearing (10-days prior/1,000-foot radius)

Public Notice

(1,000-ft radius map):

City of Banning
Community Development Department

NOTICE OF PUBLIC HEARING FOR CONSIDERATION OF TENTATIVE PARCEL MAP NO. 38164 AND AN APPEAL BY THE PASS ACTION GROUP (PAG) OF THE PLANNING COMMISSION'S APPROVAL OF DESIGN REVIEW NO. 21-7008, BOTH FOR THE BANNING POINT PROJECT A PROPOSED MIXED-USE INDUSTRIAL AND RETAIL DEVELOPMENT ON APPROXIMATELY 37-ACRES OF A 47-ACRE PARCEL WITHIN THE SUN LAKES VILLAGE NORTH SPECIFIC PLAN, AS AMENDED. THE PROJECT INCLUDES A SHELL INDUSTRIAL BUILDING MEASURING 619,959 SQUARE FEET, WHICH INCLUDES 10,000 SQUARE FEET OF OFFICE SPACE. IN ADDITION, THE PROJECT PROPOSES SIX (6) RETAIL AND RESTAURANT BUILDINGS, TOTALING 34,000 SQUARE FEET. (APN: 419-140-057)

NOTICE IS HEREBY GIVEN of a public hearing before the City of Banning City Council, to be held Tuesday, July 9, 2024, at 5:00 p.m. (or as soon thereafter) in the Council Chambers, City Hall, 99 East Ramsey Street, Banning, California. On May 6, 2024, a Riverside County Superior Court issued a Writ of Mandate in Pass Action Group v. City of Banning, *et al.*, (1) ordering the City within 90 days to set aside and vacate all prior approvals of the Banning Point Project in which former City of Banning Councilmember Hamlin participated, including City Council Resolution 2022-14, Tentative Parcel Map No. 38164, Design Review 21-7008, and the Addendum and related CEQA findings for the Banning Point Project, and (2) instructing the City that any future hearing reconsidering approval of the Banning Point Project must be conducted without the participation of former Councilmember Hamlin. In accordance with the Writ, the City Council will consider (without the participation of former Councilmember Hamlin) (1) an application for approval of Tentative Parcel Map No. 38164, allowing the subdivision of approximately forty-seven (47) gross acres of vacant land into three (3) parcels, and (2) an appeal by the Pass Action Group (PAG) of the Planning Commission's approval of Design Review No. 21-7008, on December 1, 2021 (by adoption of Planning Commission Resolution No. 2021-16 by a 3-2-0 vote), together permitting the construction of a proposed mixed-use industrial and retail development on approximately 37-acres of a 47-acre parcel within the Sun Lakes Village North Specific Plan, as amended (collectively, the "Project"). The Project includes a shell industrial building measuring approximately 619,959 square feet, which includes approximately 10,000 square feet of office space. In addition, the Project proposes six (6) retail and restaurant buildings totaling approximately 34,000 square feet.

The Project has been reviewed in connection with the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Community Development Department staff have reviewed the Final Program Environmental Impact Report (FEIR) for the "Sun Lakes Village North Specific Plan Amendment No. 5" project, certified by the City Council on December 8, 2020 (by adoption of Resolution 2020-141), and the Statement of Overriding Considerations, including the Mitigation, Monitoring, and Reporting Program (MMRP), adopted by the City Council on the same day, to determine if the Project is within the scope of what was analyzed in that FEIR, which is now beyond challenge. Based on this review, an addendum/consistency checklist, entitled "Banning Point Addendum / Consistency Checklist to the Sun Lakes Village North Specific Plan Amendment No. 5 Environmental Impact Report" (updated version dated February 10, 2022) ("Addendum") has been prepared pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162, 15164, and 15168(c). The Addendum evaluated the Project's potential environmental effects in light of those effects previously disclosed in the FEIR to determine whether any of the conditions described in CEQA Guidelines Section 15162 calling for subsequent CEQA review have occurred. Community Development Department staff have determined that no further environmental review is required, including pursuant to Public Resources Code Section 21166, or CEQA Guidelines Sections 15162 or 15163, because (i) the Project will not have new or substantially more severe impacts than what was disclosed in the FEIR; (ii) all applicable mitigation measures

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in the FEIR remain applicable to the Project and are imposed on the Project as a condition of approval; and (iii) the Project will not require any new mitigation measures, all as documented in the Addendum.

To observe the live meeting through your personal computer or smart phone enter the following link: https://banninglive.viebit.com/ or view on the Banning Government Channel on Cable Television

Information regarding Tentative Parcel Map No. 38164, Design Review No. 21-7008, and the CEQA Determination (Addendum) can be obtained by contacting the City's Community Development Department, Planning Division at (951) 922-3125, or by going to the City of Banning website at https://banningca.gov/Archive.aspx?AMID=60&Type=&ADID=

All parties interested in speaking either in support of or in opposition to this item are invited to attend the public hearing or by sending their written comments by email to the Administrative City Clerk at cityclerks@banningca.gov or by mail to the City Clerk at City of Banning at PO Box 998, Banning, CA 92220, or personally deliver to: 99 E. Ramsey Street, Banning, CA 92220.

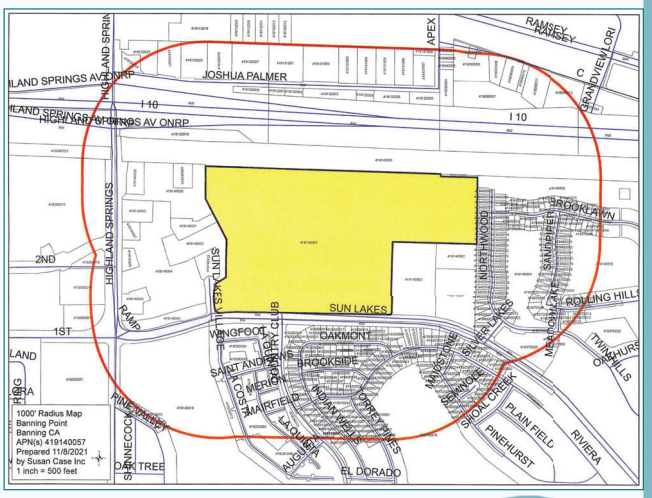
If you challenge any decision regarding the above Project in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Administrative City Clerk of the City of Banning at, or prior to, the public hearing (Cal. Gov. Code, § 65009(b)(3)).

BY ORDER OF THE COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF BANNING, CALIFORNIA

/s/ Emery J. Papp, Senior Planner

Dated: June 11, 2024
Publish: June 28, 2024

99 E. Ramsey Street • P.O. Box 998 • Banning, CA 92220-0998 • (951) 922-3100



Public Notice

(1,000-ft radius map):

AFFIDAVIT OF MAILING OF NOTICE OF PUBLIC HEARING

Project: DR 21-7008 & TPM 38164

The undersigned hereby certifies as follows:

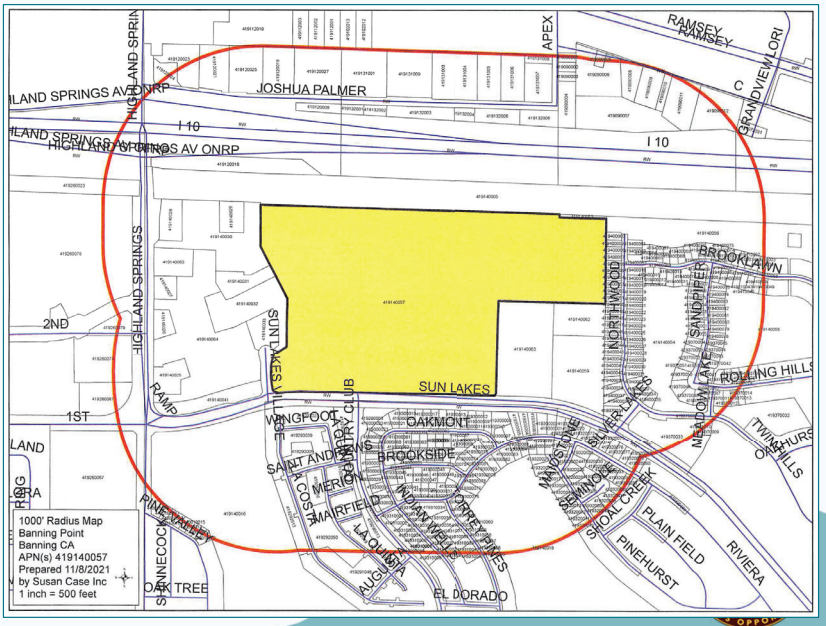
I am now, and at all times hereinafter mentioned was, the Development Project Coordinator of the City of Banning, California.

On the 25th day of June, 2024, pursuant to Government Code Sections 65091(a)(1) and (a)(4) and Banning Municipal Code Sections 17.68.020(B)(2) and (B)(3), I caused to be mailed by first-class mail, postage prepaid, a true and correct copy of the notice of public hearing attached hereto as Exhibit "B" to the owner of the real property that is the subject to the public hearing and to each property owner within 1000 feet of the subject real property, at the respective names and addresses listed in Exhibit "A," as shown on the latest equalized assessment roll or the records of the Riverside County Office of the Treasurer-Tax Collector.

I certify under penalty of perjury that the foregoing is true and correct.

Executed on the 25th day of June, 2024, at City of Banning, County of Riverside, State of California.

Sandra B. Calderon
Development Project Coordinator
City of Banning



Environmental Process

PREVIOUSLY CERTIFIED PROGRAM EIR FOR AMENDMENT No. 5:

- A Program EIR was prepared to consider the potential environmental impacts of Amendment No. 5 to the Sun Lakes Village North Specific Plan, including changes to land uses.
- The Draft Program EIR was made available for public review and comment from September 11, 2020 through October 26, 2020.
- A Final Program EIR, including responses to comments, was prepared.
- On December 8, 2020, the City Council Certified the Final Program EIR for SLVNSP Amendment No. 5, including adopting Findings of Fact and a Statement of Overriding Considerations.
- No one challenged the Program EIR or Amendment No. 5 and both are now final and beyond challenge.

Environmental Process

ADDENDUM TO FINAL PROGRAM EIR FOR AMENDMENT No. 5:

- An Addendum under CEQA is used when there are no significant impacts from project changes.
- For the Banning Point Project, an Addendum to the Final EIR for SLVNSP Amendment No. 5 was prepared because the Project proposes a smaller development than that analyzed in the Program EIR, and the Project does not include development of any of the office uses analyzed in the EIR.
- The Addendum supports a conclusion that additional environmental review is not required for the Project beyond what was analyzed and disclosed in the now-final Program EIR and in the Addendum. All environmental impacts of Amendment No. 5 to the SLVNSP (including those impacts related to the development of industrial and warehouse uses, and retail uses, such as those proposed by the Project) were analyzed, disclosed, and mitigated as set forth in the Program EIR that was certified and is final.
- The trial court agreed and upheld the City's use of an Addendum for the Project.
- The City Council will be asked to adopt the Addendum should it decide to approve the TPM and DR.

RECOMMENDATION

City staff recommends that the City Council adopt City Council Resolution No. 2024-114:

- Adopting An Addendum Under CEQA and Making Findings in Support Thereof, Including Consistency with the Certified EIR Prepared for Amendment No. 5 to the Sun Lakes Village North Specific Plan (SCH #2020029074)
- Approving Tentative Parcel Map No. 38164, allowing the subdivision of approximately 47 gross acres of vacant land into three parcels;
- Affirming the Planning Commission's approval of Design Review No. 21-7008 and denying an appeal of that decision, and permitting the construction of a proposed 619,959 square-foot industrial warehouse building, including 10,000 square feet of office space and a combined 34,000 square feet of retail/commercial buildings, on real property located within the boundaries of the Sun Lakes Village North Specific Plan Area.

BANNING CALIFORNIA

Conclusion

THANK YOU & QUESTIONS

Emery J. Papp

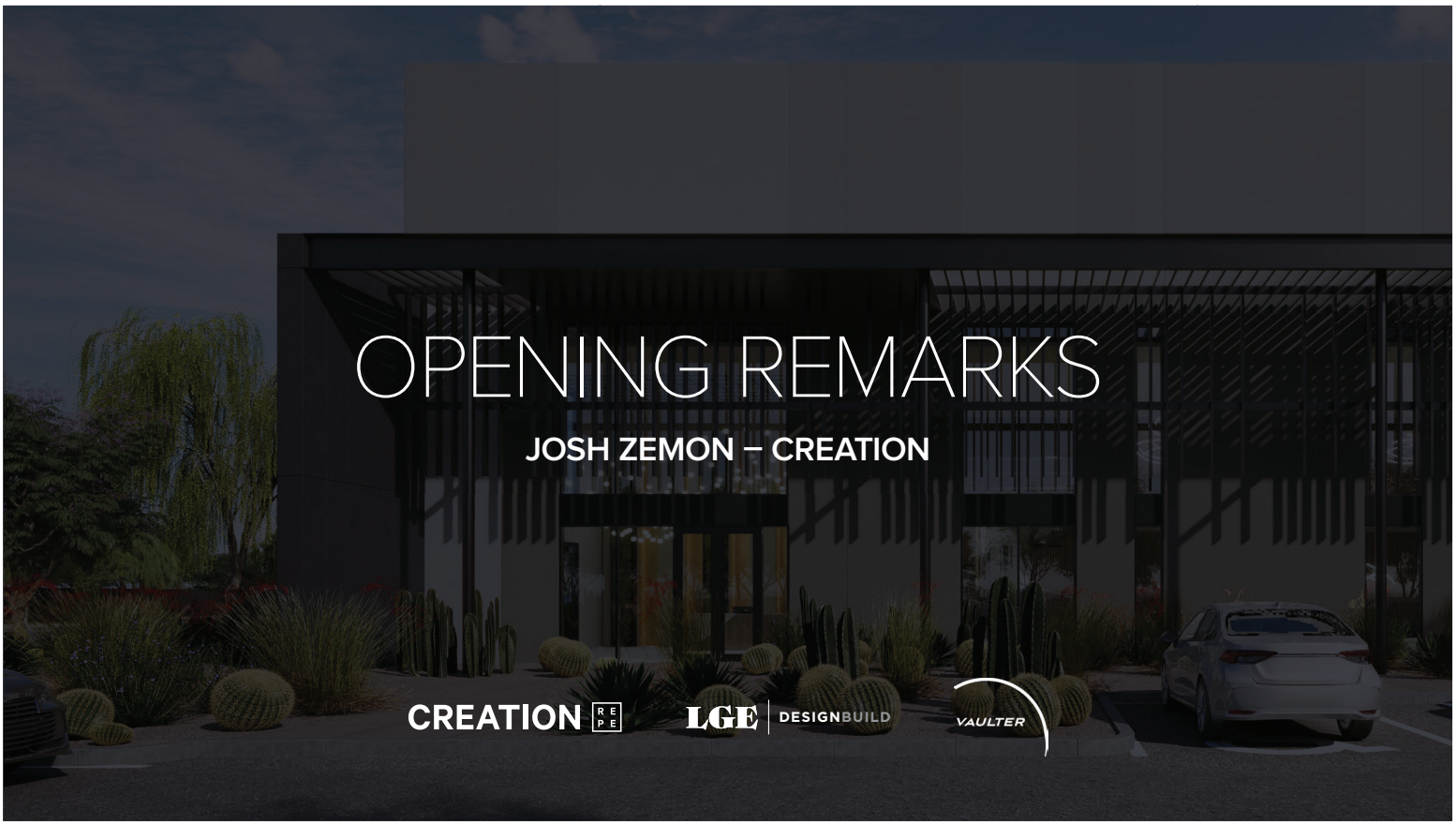
Senior Planner

epapp@banningca.gov

Exhibit C



CREATION | LGE DESIGNBUILD | VAULTER



CEQA HEARING + RULING

CEQA HEARING: 3/13/24 – CEQA RULING: 3/15/24

THE COURT RULING:

- ***Rejected*** PAG's claims that Councilmembers Wallace and Sanchez were biased
- ***Rejected*** PAG's claims regarding alleged violations of CEQA and the City's Municipal Code and the State Planning and Zoning Law
  - ***Agreed*** the **Addendum approved** for the **Project** and the **City's findings** of the **Project's consistency** with the **City's General Plan** were **valid** and **supported** by ***substantial evidence***
- ***Does NOT*** require the City and Real Party to "go back to square one" and begin anew as to the Project approvals nor updating the CEQA Addendum.
- ***Expressly Upheld as Valid*** the CEQA Addendum and City Council findings
  - ***Court Rejected*** all of PAG's claims to the contrary

PROJECT OVERVIEW

	SLVNSP DESIGNATION		BANNING POINT PROJECT		CONSISTENT?
CHARACTERISTIC	BW	RS	Warehouse	Retail	
LAND USE	Business + Warehouse	Retail + Service	Warehouse	Retail + Restaurant Pads	Yes
ALLOWED USES	Warehouses	Retail + Restaurants	Warehouse	Retail + Restaurants	Yes
ACRES	30.22	6.83	30.22	6.83	Yes
FAR (MAXIMUM)	0.55	0.60	0.47	0.11	Yes
ALLOWED AREA (SF)	**724,010**	**37,189**	**619,959**	**34,000**	**Yes**

PROJECT HISTORY

- **TECHNICAL REPORT DATES**
  - Air Quality, Greenhouse Gas, & Health Risk Assessment Memorandum (07/21, updated 02/22)
  - Traffic Assessment (11/21, updated 02/22)
  - Vehicle Miles Traveled (VMT) Analysis (10/21)
  - Noise and Vibration Impact Analysis (11/21, updated 02/22)
- **EIR FOR SUN LAKES VILLAGE NORTH SPECIFIC PLAN AMENDMENT (SPA)**
  - Certified on December 8, 2020 by Banning City Council
- **DESIGN REVIEW + TENTATIVE PARCEL MAP**
  - Heard on December 1, 2021 by Banning Planning Commission
- **PLANNING COMMISSION & CITY COUNCIL APPROVAL DATES**
  - Planning Commission Approved: December 1, 2021
  - City Council Approval: February 17, 2022
- **CEQA HEARING DATE + RULING DATES**
  - CEQA Hearing: March 13, 2024
  - CEQA Ruling: March 15, 2024

KEY POINTS

APPROPRIATE LOCATION	APPROPRIATE USE (COMPARED TO RETAIL, OFFICE, RESIDENTIAL)	ECONOMIC BENEFITS
• Access to I-10 Freeway • Adjacent to Railroad	• Traffic – lowest trip generator • Air Quality – lowest air impact • Market Demand – labor pool and proximity to port	• 722 local jobs in Banning • Impact fees to Banning: $4,119,780 • Annual tax revenue to Banning: $325,000

ITEM	CURRENT PROJECT	SPA EIR	ALTERNATIVE #1	ALTERNATIVE #2	ALTERNATIVE #3	
LAND USE	Industrial	Industrial	Residential	Office	Retail	
SIZE	620K SF	878K SF	453 units	922K SF	461K SF	
TOTAL DAILY TRIPS	1,212	2,958	2,060	8,010	17,058	
AIR (PM 10)	12.10	25.60	49.94	55.02	117.06	
AIR (PM 2.5)	3.62	7.25	39.02	15.01	31.86	
NOISE INCREASE (DBA)	< 3	< 3	< 3	3	6	*3 dBA is the significant threshold for noise increases

2022 CONDITIONS OF APPROVAL

PLANNING COMMISSION APPROVED: 12/1/21
CITY COUNCIL APPROVED: 2/17/22

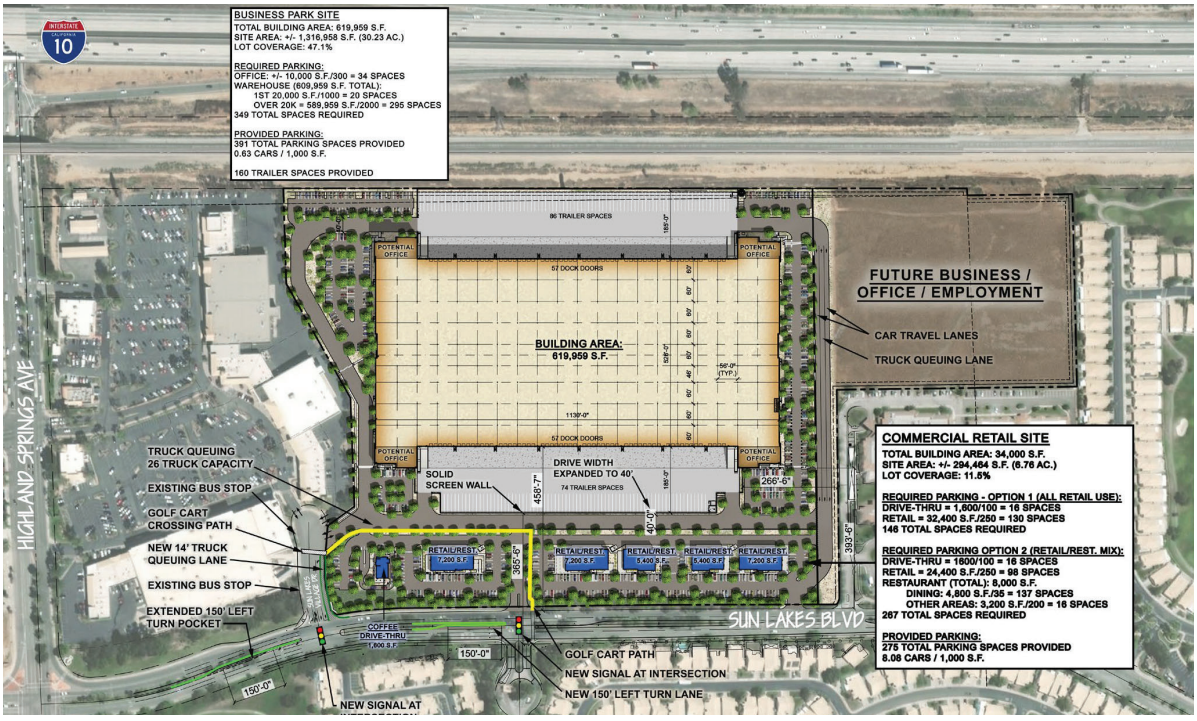
MOTION TO APPROVE THE RESOLUTION 2022-14 AS AMENDED WITH THREE ADDED CONDITIONS OF APPROVAL:

- Divide Condition 11 into two parts. Existing Condition 11 is retitled 11b, and an additional section be added to be titled 11a, which will read "Prior to the issuance of the Temporary Certificate of Occupancy for the warehouse building the developer shall install all landscaping specified for the retail service district pursuant to city approved landscape plans."
- Update Condition 103, to read, "The developer shall pay for and install traffic signal preemption devices on up to 5 traffic signal intersections from and including Ramsey/Highland Springs to Sun Lakes Boulevard/Highland Springs, not to exceed the cost of $100,000. The applicant shall coordinate these efforts with both the City of Banning and Beaumont."
- Additional requirement that the applicant contribute an amount equal to the Development Impact Fee (DIF) payment for the development, $175,000, to go toward a fire apparatus for a future fire station in the area.



2022 DESIGN CHANGES

To the right:
Proposed design changes



2022 DESIGN CHANGES

To the right:
Sun Lakes Village Drive Detail

CONCLUSION & QUESTIONS

JOSH ZEMON – CREATION

CREATION RE PE | LGE DESIGNBUILD | VAULTER

David Sellers
Founding Member
desellers@creationequity.com
602.600.6363

Bob Agahi
Founding Member
bob@creationequity.com
602.400.8898

Josh Zemon
Principal - Chief Investment Officer
joshz@creationequity.com
312.286.2601

CREATION RE PE

LGE | DESIGNBUILD

VAULTER

Exhibit D

PASS ACTION GROUP PRESENTATION
07/09/24

RECEIVED
JUL 08 2024
City of Banning
Clerk's Office

Good evening Mr. Mayor, council members, and Staff. We all know the reason that we are here tonight. We truly believe that a bias was shown by the former council member representing Banning's District 3, which caused a continuing mindset of some, thinking that we, the Sun Lakes Community (Sun Lakes) and The Lakes Assisted Living and Hospice facility (The Lakes) were raising complaints to stymie growth within District 3, and within the city of Banning as a whole. THAT MINDSET IS INACCURATE!

We are hopeful that tonight as we have this opportunity to express ourselves, we really do understand the responsibilities that you, our local governing council, have, and that we are here in the spirit of cooperation. We expect that any decision you may reach tonight will be done so after careful consideration in a fair and unbiased manner.

Let me take a moment that to express, that our point of contention here tonight is, that our concerns were not able to be fully discussed when the Design Review and tentative map for this project were initially reviewed and approved by the Planning Commission and City Council, and that our contention all along is that this project is not conducive, in it's location and the inherent detriment to the residential communities, immediately adjacent to the proposed warehouse.

We appeal to you, our City Council, to consider these specific issues which includes the following:

The lack of a complete perimeter sound wall, buffering our adjacent Senior communities from all the onsite truck circulation and noise from onsite Warehouse Operations.

No required mandate for quieter, battery powered forklift warehousing equipment.

No required mandate for Auxiliary Power Units at truck dock bays. This mandate would prevent trucks with refrigeration from having to keep their trucks running while on site.

Parking Lot Light Pollution. "The Lakes" would be highly susceptible to this.

Increased Air Pollution, adding to an already impacted Inland Empire Air Basin, having the worst air quality in America, with increased contaminants, creating more

pollution of the very air we breathe, in and around the immediately adjacent communities; and with the potential of this project turning into a 24 hour warehouse operation, the impacts to the "The Lakes" and "Sun Lakes", a place that we call home, all of whom are considered sensitive receptors, and could be devastating, without further project mitigations. Many of the residents of "The Lakes" will never move again and will live their final days there.

Let me elaborate on a little history and the cause of our original Appeal, which has really been, just to be able to have input in this process. This results in a community which works together, creating an amiable and healthy relationship.

At the Planning Commission's Dec. 2021 public hearing of the Design Review where our initial attempt to voice our concerns emotions ran extremely high both from citizens and commission members. During this high moment of emotion, a motion was made, and a vote resulted with three ayes to two nays to approve the project.

The Planning Commission clearly did not consider the Health, Welfare and Quality of Life issues, of "The Lakes" or "Sun Lakes" communities, which would all be directly impacted daily.

Please allow me to take another moment tonight, to address and point out the history of Industrial Real Estate development. At this time, warehouse operations are far less desirable, compared to just a few years back. Many warehouse and distribution facilities built on speculation are now sitting empty and unable to be leased, such as the Skechers facility in Banning, recently constructed, occupied and now vacant!

The Beaumont/Banning Pass area Industrial warehouse vacancy rate is now (5) times higher than it was in the first quarter of 2021, according to Coldwell Banker / Richard Ellis (CBRE), when it was 0.9%. It is now at a 4.8% vacancy rate. Currently the Beaumont/Banning Pass area has 458,000 vacant square feet and 1,759,000 available square feet of Industrial warehouse space.

There appears to be an imbalance between the supply and demand. As we have seen so many times in the past, the "current" HOT development projects in demand yesterday, end up being built to a point of excess capacity, well beyond the markets' ability to absorb those that have been built. The current market for these massive warehouse/logistics facilities is highly saturated,

The case in point is the 1.8 million sq. ft. warehouse complex recently constructed, at Cherry Valley Blvd. off Interstate 10. It now remains unoccupied for over a year. This begs the question of the economic benefit to the citizens of Banning should

Banning Point remain vacant? Especially, a speculatively constructed warehouse with no identified tenant. What is the likelihood the Banning Point project, once started, will be completed and if completed, will remain vacant? Would a vacant warehouse building become a nuisance as other vacant buildings in the city, drawing crime, un-housed individuals, vandalism, and property value depreciations?

What is the downside impacts to the city in the event the project is not completed, or completed and remains unoccupied? Will this affect Banning's ability to grow and attract future businesses that legitimately provide a tax base for a healthy community to flourish and grow?

My reference to the project "not completed", also refers to the potential of the retail commercial buildings not being built, because of the Tentative Map and the separation of the projects 47 acres into 3 parcels, which gives the developer the ability to sell off the separated parcel, where the (6) commercial retail buildings are proposed and might not ever be built! No jobs and No tax revenue!

Nothing in the Conditions of Approval requires these perfectly acceptable, buildings to be constructed, which results in nothing between the "Sun Lakes" and the loading docks of the warehouse, except for some landscaping; and we contend that is not a legitimate buffer, from all the trucking onsite noise, light spill etc.

Another case in point! The World Logistics Center, located along the 60 Freeway, at the eastern end of Moreno Valley, where the Skechers warehouse anchors that Center, and where the facility has a fully automated 3 story high conveyor system, throughout the interior of the warehouse building, which moves all the products, reducing the need for manpower. With this technology and ever expanding (AI), Artificial Intelligence processing and automation, these warehouse jobs are showing a much lower employee to facility square foot ratio than anyone could have anticipated. So, in all actuality, will there be an acceptable tradeoff of the impacts, versus limited "Good Paying Jobs"?

There has also been a lot of misleading and erroneous information about the "Good Paying Jobs" and tax revenue benefits to the city, but nothing about the adverse position the city will face, should the project not be fully completed, or remain vacant! This will result in No jobs and No tax revenue!

Also, consider the reality of warehousing worker employment, and the high demands on employees and job turnover rates, due to burnout of employees, for these types of jobs. This Industry is very, very taxing on its employees.

An LA Times article reported October 25th, 2023, that Amazon Inc. US warehouse workers were surveyed and found that 69% of the nation's workers stayed home without pay to recover from pain or exhaustion, and that 34% had done so, (3) or more times.

The article continues, and states that employees also suffered work related mental health issues, where more than half of those surveyed reported feeling "burned out." The portion of workers reporting burnout increases with job tenure. Overall, 41% of workers reported being injured while working at an Amazon warehouse, and that rises to 51% for those who have worked at the company for more than three years.

The harder it is for a worker to maintain the pace of work, the more likely it is they are injured on the job. This could relate to Banning residents on unemployment or disability.

Let me go into the tax revenue issues that are especially important to any city. As we all know the main populace in the area around The Project is "Sun Lakes." There are 3327 homes and condominiums within Sun Lakes. I would like you all to recognize that a wholesale loss of value in these homes will directly affect the City of Banning and Riverside County. With the 3327 homes in Sun Lakes that equates to over ONE BILLION DOLLARS… YES BILLIONS WITH "B". The city's portion of property tax revenue will be directly affected with lower values of homes less desirability created by the Project will lead to empty homes.

Hopefully, I have pointed out some of our specific issues of contention, as you reconsider this project and your responsibilities to the Community. This project as proposed will have a tremendous negative effect on Banning residents. We respectfully ask that the Council grant our appeal and deny the project or direct the Planning Commission under the interim or new Community Development Director to consider alternatives or improvements to the project before taking any further steps toward approval.

Thank you for your time and consideration.

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CBRE

Mega-deals surge despite softening among some size tranches

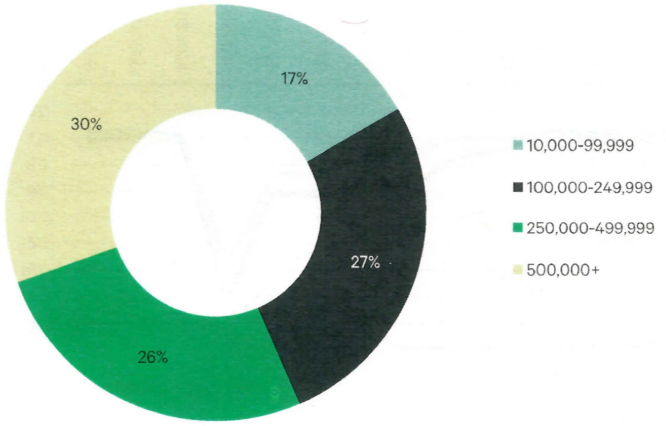
▲ 5.9%	▼ -964K SF	▲ 20.4M SF	▼ $1.36
Vacancy Rate	SF Net Absorption	SF Under Construction	PSF/MO/NNN Lease Rate

Note: Arrows indicate change from previous quarter.

Executive Summary

- Five deals 1 million sq. ft. and above were signed in Q1 2024. In 2023, only seven deals 1 million sq. ft. and above were signed for the entire year. The increase in mega-leasing was facilitated by the increased availability through new development and recent move-outs, with four of the five leases being new deals.
- Net absorption turned negative for the second time in the last 12 months as spaces stayed on market for longer due to softening demand. Negative net absorption was isolated to the Inland Empire (IE) East, while the IE West realized 2 million sq. ft. in positive net absorption.
- Lease rates fell quarter-over-quarter to $1.36 NNN per sq. ft. per month in Q1 2024 from $1.49 per sq. ft. per month in Q4 2023. Year-over-year, rates decreased $0.15 from $1.51 NNN per sq. ft. per month in Q1 2023.
- Sublease space increased quarter-over-quarter to 18.5 million sq. ft., with over 80% of sublease space located in 250,000 sq. ft. and above buildings.
- Space under construction remained largely static quarter-over-quarter as development starts kept pace with new deliveries. 17% of space under construction was pre-leased.

FIGURE 1: IE Core Available Space Distribution by Sq. Ft.



Source: CBRE Research, Q1 2024.

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Market Overview

The Inland Empire industrial market experienced both a continuation of negative trends from 2023 and a divergence from the slowing activity and lackluster sales transactions that occurred the past year. Vacancy increased 70 basis points (bps) quarter-over-quarter to 5.9% while sublease space increased to over 18.5 million sq. ft. Similarly, net absorption turned negative for the second time in a year as the recent surge in new leasing activity could not overcome occupiers vacating spaces. However, activity increased in Q1 2024, with 10.2 million sq. ft. being newly leased and another 418,000 sq. ft. transacting in user sales across the IE. Rates slipped as landlords were poised to secure the next deal on the market. The 8% decrease in rents quarter-over-quarter to $1.36 NNN per sq. ft. per month in Q1 2024 began the realignment of the IE as an affordable market when compared to others in Southern California. The development outlook remained largely static as new deliveries and new starts corresponded to little change in the square footage under construction. The dearth of new development coupled with rates declining set the expectation of improving fundamentals moving into the rest of 2024.

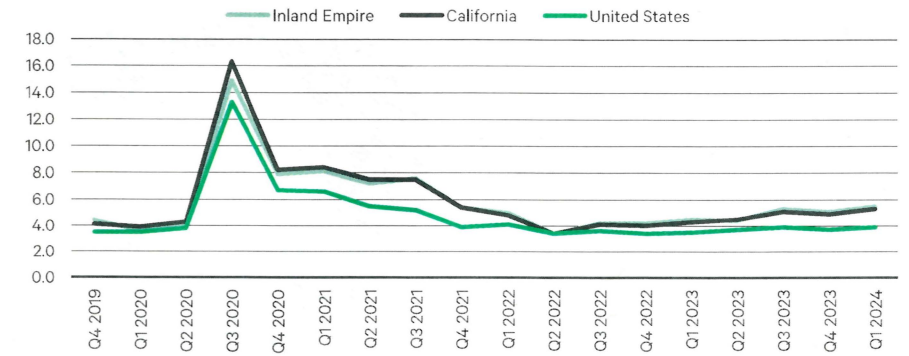
UNEMPLOYMENT

Unemployment in the Inland Empire increased to 5.5% in February 2024, up 110 bps from that of February 2023. The California unemployment rate increased to 5.3% in February, an increase of 10 bps month-over-month while the United States unemployment rate increased at 3.9% in February, an increase of 20 bps month-over-month. Transportation, utilities, and manufacturing jobs decreased by 5,100 from January 2024 to February 2024, while construction jobs increased by 200 bps in the same period.

LEASE RATE ANALYSIS

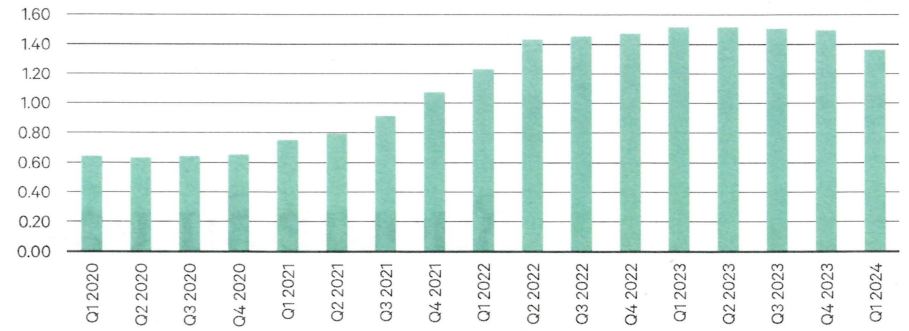
Taking lease rates in the IE Core fell by $0.15 quarter-over-quarter to $1.36 NNN per sq. ft. per month in Q1 2024. Lease rates in the IE West fell by $0.07 quarter-over-quarter to $1.44 NNN per sq. ft. per month, and lease rates in the IE East fell by $0.27 quarter-over-quarter to $1.20 NNN per sq. ft. per month. With increased competition among landlords to secure the next deal and the average age of leased spaces in the IE East falling from 2008 in Q4 2023 to 2003 in Q1 2024, taking rates returned to levels more in line with historical expectations. Free rent, early occupancy, and moving allowances increased in Q1 2024 to entice occupiers to commit to new spaces.

FIGURE 2: Unemployment Rate (%)



Source: U.S. Bureau of Labor Statistics, Q1 2024

FIGURE 3: Average Taking Lease Rate ($PSF/MO/NNN)



Source: CBRE Research, Q1 2024

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VACANCY & AVAILABILITY

The trend of rising vacancy since Q3 2022 continued in Q1 2024 as vacancy increased to 5.9%. Vacancy increased due to 3.8 million sq. ft. of new construction delivering vacant and available spaces' time on market growing, leading to spaces being vacated by occupiers without a new tenant replacing them. Availability increased by 140 bps to 9.5% quarter-over-quarter. Within the 9.5% availability rate, 2.8% was sublease space with over 18.5 million sq. ft. of sublease space available in Q1 2024. The IE led all U.S. markets in available sublease space as the COVID-19 industrial surge left occupiers with more space than was necessary as the economy moved towards normalization.

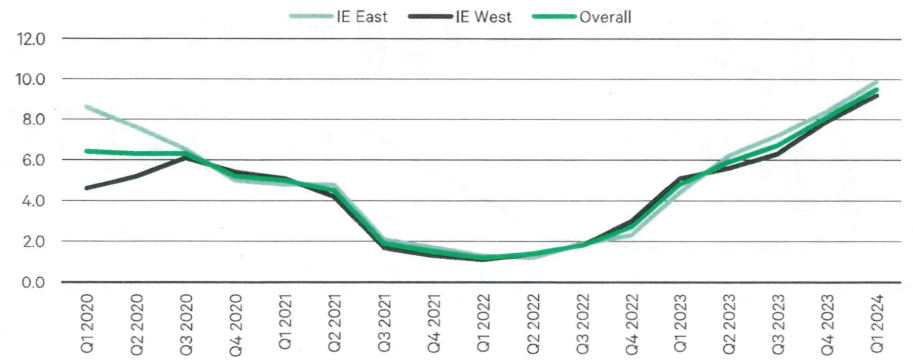
NET ABSORPTION & ACTIVITY

Net absorption turned negative for only the third time in 15 years with 3 million sq. ft. going vacant in the IE East and 2 million sq. ft. being newly absorbed in the IE West. The IE North realized 150,000 sq. ft. of negative net absorption. The positive net absorption in the IE West was driven by 1 million sq. ft. deals in Ontario and Fontana along with 960,000 of positive net absorption in Jurupa Valley and Chino from large and mid-sized new deals. In the IE East, new vacancies in Redlands, Rialto, and San Bernardino led to over 3 million sq. ft. of negative absorption in the submarket. Retail and distribution occupiers led the negative absorption, while e-commerce and 3PL's drove positive absorption in Q1 2024.

DEVELOPMENT

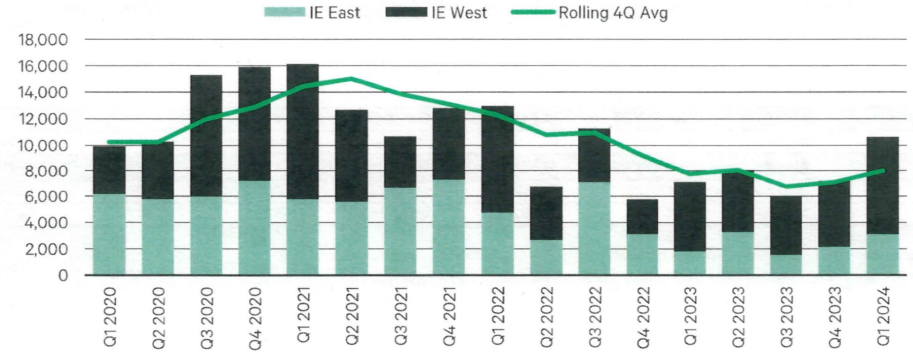
There was 20.4 million sq. ft. under construction at the end of Q1 2024, up 200,000 sq. ft. from Q4 2023. The IE saw 4.6 million sq. ft. delivering and 4.8 million sq. ft. of new projects breaking ground in the first quarter. The IE West ended Q1 2024 with 13 million sq. ft. under construction and the IE East ended the quarter with 7.4 million sq. ft. under construction. The average size of the projects in the IE West was 230,000 sq. ft. whereas the average size in the IE East was 164,000 sq. ft., signaling that developers were still able to find land in the IE West for large projects. Pre-leasing rates fell to 17% in Q1 2024 from 22% in Q4 2023 due to the pre-leased delivery of 8900 Merrill in Ontario at 1.2 million sq. ft. The dwindling development pipeline will likely not satiate future demand, especially in the 500,000 and above size range. If demand increases as expected in the second half of 2024, the lack of new development will drive down vacancy and supply.

FIGURE 4: Availability Rate (%)



Source: CBRE Research, Q1 2024.

FIGURE 5: Gross Activity (MSF)



Source: CBRE Research, Q1 2024.

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MARKET OUTLOOK

Continued economic growth paired with the Fed signaling more accommodative policy all suggests the U.S. economy is heading toward a 'soft landing'. GDP growth should be less than half 2023's pace when growth topped 3%. Reasons for the slowdown include a more prudent consumer and much weaker hiring. This latter issue is most acute within interest rate sensitive sectors, such as tech start-ups and goods manufacturing. Notable exceptions include investment in EV and microchip production capacity.

More caution from businesses means a good chunk of recent hiring came from publicly funded sectors (e.g., education, healthcare, state & local governments). A key exception is leisure and hospitality, driven by continued demand for discretionary services. With many private firms on the sidelines, the job openings rate declined to 5.5% from its peak of 7.8% in 2022. This has also meant the pace of wage growth has cooled, but not enough to see inflation fall quickly to 2%. With unemployment remaining below 4% and high-capacity utilization, CPI is unlikely to return to target until 2025.

The Fed will likely make three, 25 basis point cuts this year. This outlook is putting downward pressure on longer-term rate expectations, providing some optimism for real estate capital markets, but the recovery will only begin after the first cut is actually delivered. Better than expected growth over the last 18 months has been helpful in holding real estate vacancy down, notably in the industrial, retail and multifamily sectors.

The Inland Empire remains one of the premier industrial markets in the United States. The proximity to the San Pedro Bay port complex, abundant labor, and consumer centers underline the strong IE fundamentals. As the larger economy heads towards normalization, the IE will continue to be the best option for large occupiers looking for space in Southern California.

FIGURE 6: Market Statistics

Submarket	Bldg. Sq. Ft.	Overall Vacancy (%)	Availability (%)	Q1 2024 Net Absorption (SF)	Q1 2024 Gross Activity (SF)	Under Construction (SF)	Construction Deliveries YTD (SF)	Avg. Taking Lease Rates ($PSF/MO/NNN)
Inland Empire East	301,832,710	6.9	9.9	(3,040,948)	3,109,297	7,443,004	1,656,474	$1.20
Inland Empire West	347,012,893	5.1	9.2	2,077,195	7,538,642	13,006,105	2,938,902	$1.44
Inland Empire Core	**648,845,603**	**5.9**	**9.5**	**(963,753)**	**10,647,939**	**20,449,109**	**4,595,376**	**$1.36**
Inland Empire North	23,553,978	7.0	7.1	(150,000)	0	0	0	$0.93
Inland Empire Total	**672,399,581**	**6.0**	**9.4**	**(1,113,753)**	**10,647,939**	**20,449,109**	**4,595,376**	**$1.36**

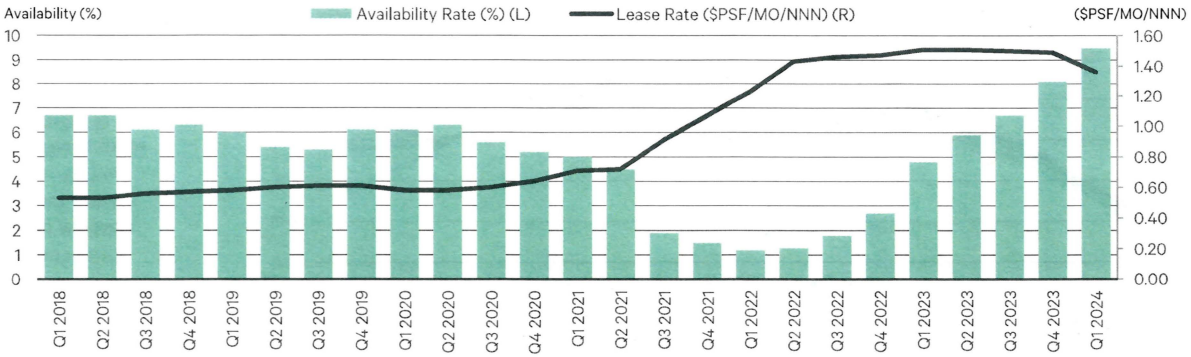
Source: CBRE Research, Q1 2024

FIGURE 7: Key Transactions

Occupier	Industry Sector	Location	Total Sq. Ft.
Confidential*	Manufacturing	Inland Empire East	1,686,590
Confidential	E-commerce	Inland Empire West	1,025,132
Lowe's Home Improvement	Retail	Inland Empire East	1,018,178
Confidential	E-commerce	Inland Empire West	1,003,918
US Logistics	Logistics	Inland Empire West	1,003,567

*Indicates Renewal. Source: CBRE Research, Q1 2024

FIGURE 8: Availability and Taking Lease Rate



Source: CBRE Research, Q1 2024

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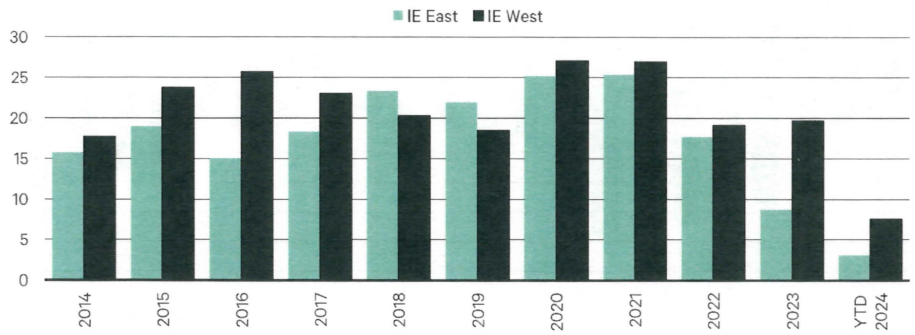
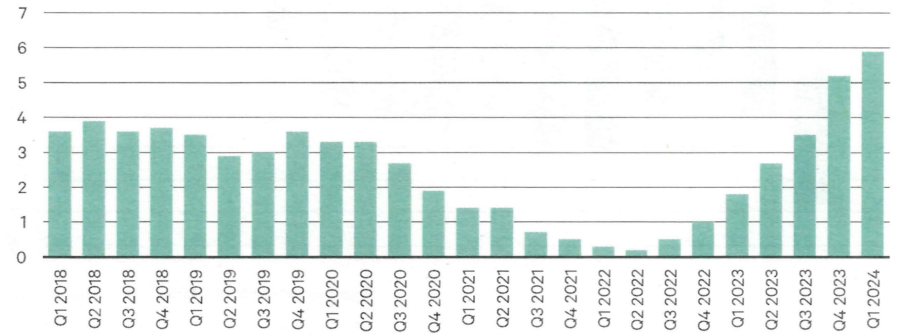
FIGURE 1: Historical Gross Activity (MSF)



Source: CBRE Research, Q1 2024

FIGURE 2: Overall Vacancy (%)



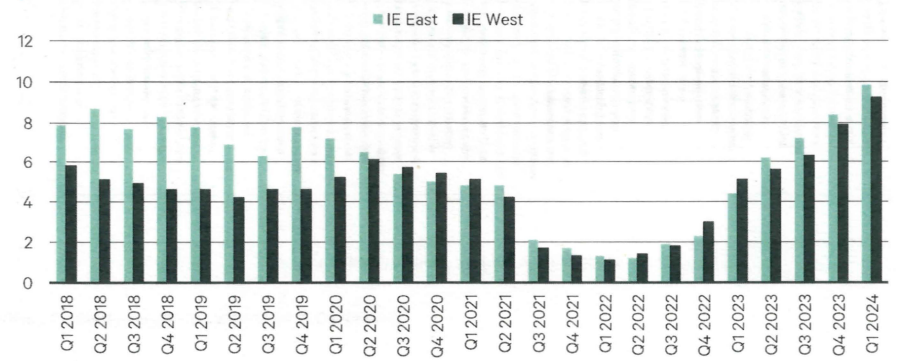
Source: CBRE Research, Q1 2024

FIGURE 3: Historical Availability & Sublease Availability



Source: CBRE Research, Q1 2024

FIGURE 4: Historical Availability Rate (%)



Source: CBRE Research, Q1 2024

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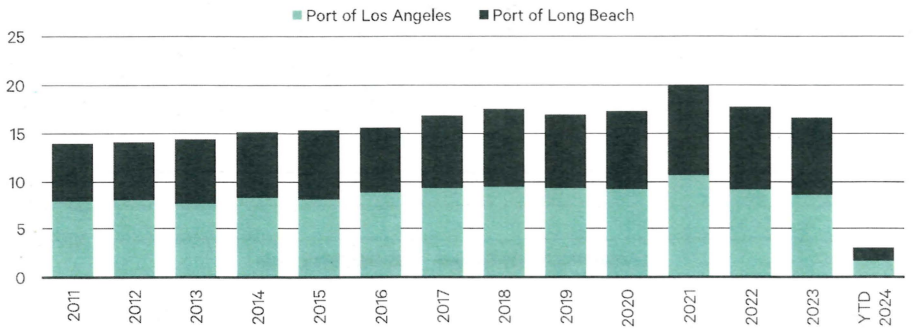
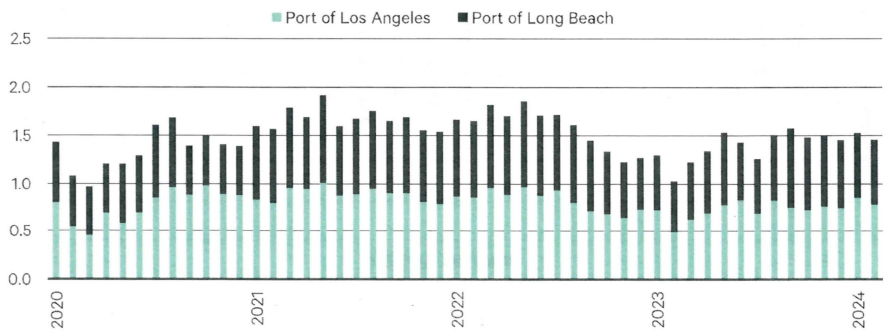
FIGURE 5: Annual TEU's (# of Containers)



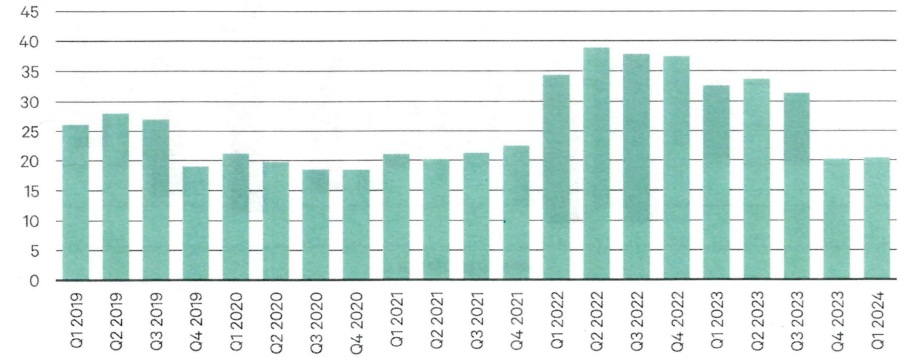
Sources: POLB.com, PortofLosAngeles.org, February 2024

FIGURE 6: Monthly Total TEU Activity (# of Containers)



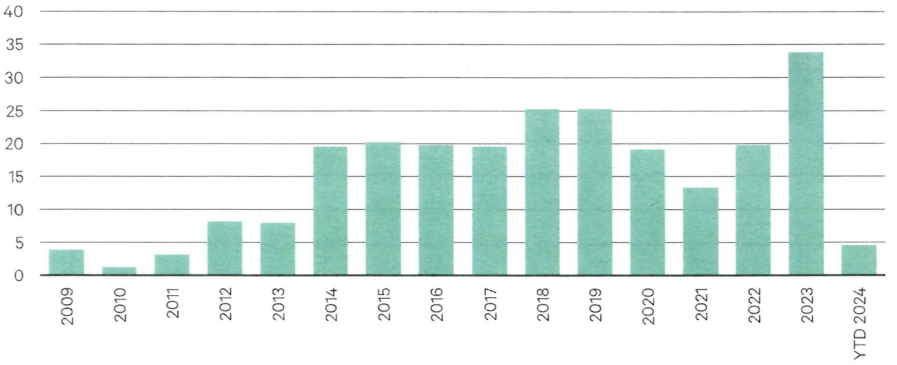
Source: CBRE Research, Q1 2024.

FIGURE 7: Under Construction (MSF)



Source: CBRE Research, Q1 2024.

FIGURE 8: Historical Completed Construction (MSF)



Source: CBRE Research, Q1 2024.

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FIGURE 9: Industrial Market Statistics by City

CITY	BLDG. COUNT	BLDG SQ. FT.	U/C BLDG COUNT	U/C BLDG SQ. FT.	VACANT SQ. FT.	VACANCY RATE	AVAIL SQ. FT.	AVAIL RATE	NO. SALES	SQFT SOLD	NO. LEASES	SQ. FT. LEASED	1ST QTR GROSS ACTIVITY	2024 GROSS ACTIVITY	1ST QTR NET ABSORP.	2024 NET ABSORP.	AVG TAKING LEASE RATE (NNN)
Banning/Beaumont	63	9,556,230	0	0	458,704	4.8	1,759,346	18.4	0	0	1	57,253	57,253	57,253	57,253	57,253	$0.00
Colton	120	8,890,982	1	417,809	374,673	4.2	984,470	11.1	2	37,940	0	0	37,940	37,940	0	0	$0.00
Corona/Norco	713	33,560,089	2	203,823	2,552,912	7.6	3,580,607	10.7	2	75,618	4	165,257	240,875	240,875	76,274	76,274	$1.43
Moreno Valley	103	33,493,816	7	233,443	1,111,088	3.3	1,691,544	5.1	0	0	2	148,212	148,212	148,212	28,212	28,212	$0.00
Perris	164	41,716,788	11	2,597,143	3,859,173	9.3	5,477,673	13.1	1	43,298	3	1,147,726	1,191,024	1,191,024	(314,587)	(314,587)	$1.23
Redlands/Loma Linda	186	30,436,069	1	363,039	3,339,249	11.0	4,269,307	14.0	1	21,228	3	224,582	245,810	245,810	(1,058,289)	(1,058,289)	$1.13
Rialto/Bloomington	239	40,790,737	8	1,649,660	2,764,719	6.8	4,016,826	9.8	0	0	1	25,680	25,680	25,680	(1,153,639)	(1,153,639)	$0.95
Riverside	780	58,067,349	10	834,241	2,611,674	4.5	3,819,441	6.6	2	24,800	7	537,324	562,124	562,124	87,894	87,894	$1.12
San Bernardino	408	45,320,650	5	1,143,846	3,705,343	8.2	4,138,256	9.1	1	46,775	3	553,604	600,379	600,379	(764,066)	(764,066)	$1.16
Inland Empire East	**2,776**	**301,832,710**	**45**	**7,443,004**	**20,777,535**	**6.9**	**29,737,470**	**9.9**	**9**	**249,659**	**24**	**2,859,638**	**3,109,297**	**3,109,297**	**(3,040,948)**	**(3,040,948)**	**$1.20**
Chino/Chino Hills	648	56,004,184	6	504,017	1,470,080	2.6	3,713,143	6.6	1	13,598	16	1,127,015	1,140,613	1,140,613	315,284	315,284	$1.44
Fontana	592	75,985,924	16	5,882,448	3,609,975	4.8	6,661,238	8.8	2	29,179	3	1,032,307	1,061,486	1,061,486	987,029	987,029	$1.38
Jurupa Valley/Eastvale	297	48,335,761	7	542,531	3,608,375	7.5	5,413,228	11.2	0	0	7	1,844,762	1,844,762	1,844,762	651,071	651,071	$1.50
Ontario/Montclair/Upland	1,240	122,298,625	24	5,729,361	7,058,620	5.8	11,598,621	9.5	2	26,921	36	3,158,265	3,185,186	3,185,186	97,415	97,415	$1.37
Rancho Cucamonga	606	44,388,399	4	347,748	1,956,420	4.4	4,634,736	10.4	1	98,685	5	207,910	306,595	306,595	26,396	26,396	$1.41
Inland Empire West	**3,383**	**347,012,893**	**57**	**13,006,105**	**17,703,470**	**5.1**	**32,020,966**	**9.2**	**6**	**168,383**	**67**	**7,370,259**	**7,538,642**	**7,538,642**	**2,077,195**	**2,077,195**	**$1.44**
INLAND EMPIRE CORE	**6,159**	**648,845,603**	**102**	**20,449,109**	**38,481,005**	**5.9**	**61,758,436**	**9.5**	**15**	**418,042**	**91**	**10,229,897**	**10,647,939**	**10,647,939**	**(963,753)**	**(963,753)**	**$1.36**
Adelanto	101	4,349,348	0	0	445,500	10.2	464,750	10.7	0	0	0	0	0	0	0	0	$0.00
Apple Valley	24	3,266,548	0	0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	$0.00
Barstow	15	571,828	0	0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	$0.00
Hesperia	69	5,349,139	0	0	683,133	12.8	683,133	12.8	0	0	0	0	0	0	(150,000)	(150,000)	$0.00
Victorville	78	10,017,115	0	0	528,892	5.3	528,892	5.3	0	0	0	0	0	0	0	0	$0.93
Inland Empire North	**287**	**23,553,978**	**0**	**0**	**1,657,525**	**7.0**	**1,676,775**	**7.1**	**0**	**0**	**0**	**0**	**0**	**0**	**(150,000)**	**(150,000)**	**$0.93**
INLAND EMPIRE + IEN	**6,446**	**672,399,581**	**102**	**20,449,109**	**40,138,530**	**6.0**	**63,435,211**	**9.4**	**15**	**418,042**	**91**	**10,229,897**	**10,647,939**	**10,647,939**	**(1,113,753)**	**(1,113,753)**	**$1.36**

Source: CBRE Research, Q1 2024

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FIGURE 10: Industrial Market Statistics by Building Size Range*

BUILDING SIZE RANGE (SQ. FT.)	BLDG. COUNT	BLDG SQFT	U/C BLDG. COUNT	U/C BLDG SQFT	VACANT SQFT	VACANCY RATE	AVAIL SQFT	AVAIL RATE	NO. SALES	SQFT SOLD	NO. LEASES	SQFT LEASED	1ST QTR TOTAL ACTIVITY	2024 GROSS ACTIVITY	NEW TO MARKET	AVG TAKING RENT
10,000-19,999	948	13,096,450	2	28,724	202,118	1.5	424,173	3.2	3	36,500	3	40,651	77,151	77,151	148,945	$1.10
20,000-29,999	411	9,799,162	5	124,012	240,855	2.5	532,391	5.4	3	73,225	0	0	73,225	73,225	155,657	$0.00
30,000-39,999	232	7,899,290	2	75,534	187,252	2.4	395,962	5.0	0	0	2	57,960	57,960	57,960	180,323	$1.10
40,000-49,999	175	7,768,214	5	222,191	551,231	7.1	769,877	9.9	3	139,934	5	123,685	263,619	263,619	110,400	$1.26
50,000-59,999	132	7,088,788	2	106,360	522,964	7.4	599,404	8.5	0	0	2	69,762	69,762	69,762	57,427	$0.00
60,000-69,999	78	5,005,026	3	187,945	257,697	5.1	384,281	7.7	0	0	2	124,911	124,911	124,911	126,584	$1.50
70,000-79,999	80	5,950,089	1	71,415	582,270	9.8	772,364	13.0	0	0	0	0	0	0	0	$0.00
80,000-89,999	51	4,258,794	3	244,766	214,803	5.0	505,027	11.9	0	0	1	39,114	39,114	39,114	157,647	$0.00
90,000-99,999	43	4,074,581	3	296,618	354,032	8.7	354,032	8.7	0	0	0	0	0	0	0	$0.00
100,000-249,999	320	48,802,802	6	926,491	5,713,146	11.7	7,411,117	15.2	0	0	5	480,113	480,113	480,113	633,451	$1.12
250,000-499,999	149	53,800,373	11	3,760,705	5,522,006	10.3	9,173,191	17.1	0	0	3	905,264	905,264	905,264	2,555,026	$1.20
500,000 and greater	157	134,289,141	2	1,398,243	6,429,161	4.8	8,415,651	6.3	0	0	1	1,018,178	1,018,178	1,018,178	1,229,900	$0.00
INLAND EMPIRE EAST	**2,776**	**301,832,710**	**45**	**7,443,004**	**20,777,535**	**6.9**	**29,737,470**	**9.9**	**9**	**249,659**	**24**	**2,859,638**	**3,109,297**	**3,109,297**	**5,355,360**	**$1.20**
10,000-19,999	1,072	14,672,932	2	32,552	291,125	2.0	481,817	3.3	5	69,698	12	159,748	229,446	229,446	146,616	$1.35
20,000-29,999	490	11,925,975	3	69,998	670,769	5.6	1,011,077	8.5	0	0	5	109,838	109,838	109,838	300,802	$1.58
30,000-39,999	280	9,654,600	6	213,908	300,281	3.1	715,127	7.4	0	0	6	212,583	212,583	212,583	335,569	$1.60
40,000-49,999	190	8,386,657	5	230,281	358,390	4.3	685,747	8.2	0	0	4	158,171	158,171	158,171	311,011	$1.39
50,000-59,999	160	8,619,160	5	294,007	143,105	1.7	382,077	4.4	0	0	5	117,820	117,820	117,820	89,036	$1.35
60,000-69,999	107	6,798,922	2	126,659	327,453	4.8	552,503	8.1	0	0	4	163,770	163,770	163,770	52,632	$1.30
70,000-79,999	67	5,018,802	0	0	270,064	5.4	408,504	8.1	0	0	0	0	0	0	138,440	$0.00
80,000-89,999	65	5,489,582	3	254,182	407,688	7.4	491,238	8.9	0	0	2	27,699	27,699	27,699	59,336	$1.40
90,000-99,999	68	6,458,890	3	290,794	700,268	10.8	819,297	12.7	1	98,685	1	12,741	111,426	111,426	99,425	$0.00
100,000-249,999	512	78,784,058	12	2,057,527	6,340,098	8.0	9,141,261	11.6	0	0	22	2,386,309	2,386,309	2,386,309	2,567,473	$1.40
250,000-499,999	245	87,425,571	9	2,551,010	4,098,219	4.7	6,924,087	7.9	0	0	3	988,963	988,963	988,963	1,823,381	$1.25
500,000 and greater	127	103,777,744	7	6,885,187	3,796,010	3.7	10,408,231	10.0	0	0	3	3,032,617	3,032,617	3,032,617	4,139,713	$1.32
INLAND EMPIRE WEST	**3,383**	**347,012,893**	**57**	**13,006,105**	**17,703,470**	**5.1**	**32,020,966**	**9.2**	**6**	**168,383**	**67**	**7,370,259**	**7,538,642**	**7,538,642**	**10,063,434**	**$1.44**
INLAND EMPIRE CORE	**6,159**	**648,845,603**	**102**	**20,449,109**	**38,481,005**	**5.9**	**61,758,436**	**9.5**	**15**	**418,042**	**91**	**10,229,897**	**10,647,939**	**10,647,939**	**15,418,794**	**$1.36**

*Does not include Inland Empire North. Source: CBRE Research, Q1 2024.

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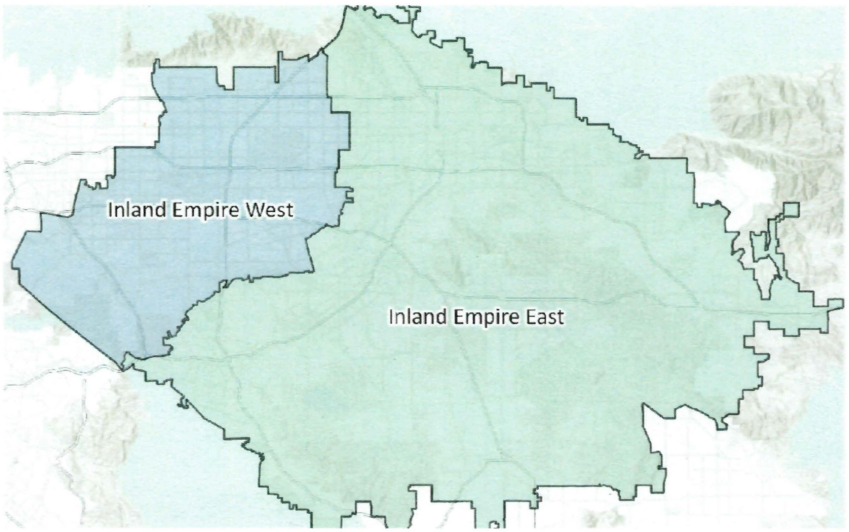
Market Area Overview



Definitions

Available Sq. Ft.: Space in a building, ready for occupancy within six months; can be occupied or vacant. **Availability Rate:** Total Available Sq. Ft. divided by the total Building Area. **Building Area:** The total floor area sq. ft. of the building, typically taken at the "drip line" of the building. **Gross Activity:** All user sales, pre-leased, and new lease transactions completed within a specified time period. Excludes investment sale transactions and lease renewals. **Gross Lease Rate:** Rent typically includes real property taxes, building insurance, and major maintenance. **Net Absorption:** The change in Occupied Sq. Ft. from one period to the next. **New to Market:** Available space added to the market during the specified quarter. **Occupied Sq. Ft.:** Building Area not considered vacant. **Vacancy Rate:** Total Vacant Sq. Ft. divided by the total Building Area. **Vacant Sq. Ft.:** Space that can be occupied within 30 days. **Average Taking Rent:** The first-year base rent (NNN), not including property taxes, insurance and maintenance. **Inland Empire Core:** Includes the Inland Empire West and Inland Empire East submarkets which make up the original Inland Empire market and Out of Submarket cities of Upland and Montclair. **Inland Empire Total:** Includes Inland Empire West, Inland Empire East and Inland Empire North (Hesperia, Barstow, Victorville, Apple Valley, and Adelanto).

Survey Criteria

Includes all industrial buildings 10,000 sq. ft. and greater in size in the Inland Empire. Buildings which have begun construction as evidenced by site excavation or foundation work.

Contacts

Rick Cozart
Senior Field Research Analyst
Inland Empire
rick.cozartii@cbre.com

Deepa Shah
Research Manager
Orange County, Inland Empire
deepa.shah@cbre.com

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SHUTE, MIHALY & WEINBERGER LLP

396 HAYES STREET, SAN FRANCISCO, CA 94102
T: (415) 552-7272 F: (415) 552-5816
www.smwlaw.com

KEVIN P. BUNDY
Attorney
bundy@smwlaw.com

RECEIVED
JUL 09 2024
City of Banning
City Clerk's Office

July 9, 2024

Via Electronic Mail Only

Mayor Alberto Sanchez
Members of the City Council
City of Banning
99 E. Ramsey Street
Banning, CA 92220
E-Mail: CityCouncil@banningca.gov

Sandra Calderon
Development Project Coordinator
City of Banning
99 E. Ramsey Street
Banning, CA 92220
E-Mail: scalderon@banningca.gov

Re: Banning City Council July 9, 2024 Agenda Items 6.2 and 7.1: Appeal and proposed reapproval of Banning Point Project (Tentative Map No. 38164 and Design Review No. 21-7008)

Dear Mayor Sanchez, Council Members, and Ms. Calderon:

This firm represents Pass Action Group in connection with the proposed Banning Point warehouse project referenced above (the "Project"). These comments supplement the presentations and additional comments Pass Action Group representatives will be providing at the City Council hearing on the Project.

The Project before you is substantively the same as the project you unlawfully approved in February 2022 by way of Resolution No. 2022-14. The proposed findings in Draft Resolution No. 2024-114 and in the proposed Conditions of Approval attached to the resolution are largely identical, with certain important exceptions discussed below. The staff report does not identify any changes to the 2022 Addendum prepared in an attempt to comply with the California Environmental Quality Act ("CEQA"), nor are any changes identified to the technical reports, responses to comments, or other documents presented in February 2022. We assume there are no relevant changes and that the applicant is relying on the same supporting documents.[1]

[1] Accordingly, Pass Action Group's prior comment letters regarding this Project, submitted to the Planning Commission and City Council in late 2021 and early 2022, are incorporated by reference.

As discussed below, and as will be further elaborated at the hearing, the Project as proposed remains fundamentally incompatible with nearby existing uses, including The Lakes assisted living/memory care facility and the Sun Lakes residential community. Moreover, the City has not corrected the errors identified in Pass Action Group's litigation challenging approval of this project, which remains pending in the Court of Appeal.[2]

Pass Action Group respectfully asks that the City Council (1) grant the appeal and deny approval of Design Review No. 21-7008; (2) deny approval of Tentative Map No. 38164; and (3) return this proposal to the Planning Commission and staff for consideration of development alternatives appropriate for this location.

I. The City has failed to correct errors that remain at issue in Pass Action Group's appeal of the Superior Court's decision.

The staff report and Draft Resolution No. 2024-114 note that the Riverside Superior Court ruled against Pass Action Group on certain issues raised in the litigation against this Project. However, neither the staff report nor the draft resolution acknowledges that Pass Action Group has appealed the Superior Court's decision. The concerns underlying Pass Action Group's appeal are thus not only still at issue in the courts, but also have become even more acute as the City moves toward approval of the massive Sunset Crossroads development just one-half mile from the Project.

A. The City has failed to address the cumulative noise and air quality impacts of this Project in conjunction with those of Sunset Crossroads.

Reconsideration provides the City with another opportunity to consider the cumulative noise and air quality impacts of the Banning Point Project in connection with the impacts of the Sunset Crossroads project. Unfortunately, it appears that the City has again chosen not to address this issue, despite the fact that the City's approach remains unlawful.

It is now beyond dispute that the City has never squarely addressed the cumulative air quality and noise impacts of truck traffic from these two closely related projects. Indeed, the Superior Court specifically found that the Program Environmental Impact Report for Amendment No. 5 to the Sun Lakes Village North Specific Plan

[2] *Pass Action Group v. City of Banning, et al.* (Fourth Dist. Div. 2 No. E083868).

("PEIR") and the Addendum for the Banning Point Project "do not analyze the cumulative impact of the Project and Sunset Crossroads."[3]

Sunset Crossroads is both foreseeable and well-defined enough to permit cumulative impacts analysis. The Sunset Crossroads Specific Plan and Draft Environmental Impact Report are now complete.[4] The City and the applicant can no longer claim Sunset Crossroads is merely speculative.

Like the findings adopted in 2022, the findings proposed in Draft Resolution No. 2024-114 state that Banning Point Project trucks will use the planned Sun Lakes Boulevard extension to access I-10 at Sunset Avenue.[5] Appendix J-2 of the Sunset Crossroads Draft EIR anticipates that Sunset Crossroads trucks also will use Sun Lakes Boulevard to access I-10 at Highland Springs.[6] The appendix further states that the City does not plan to install any physical barriers to trucks using Sun Lakes Boulevard between Sunset Crossroads and Highland Springs.[7]

It is therefore clearly foreseeable that heavy-duty trucks from both projects will be rolling through the heart of the Sun Lakes residential community in both directions once the Sun Lakes Boulevard extension is complete. Yet the City still refuses to address the cumulative effect of Banning Point and Sunset Crossroads truck traffic on Sun Lakes Boulevard. In 2022, the applicant's consultant did not dispute that the PEIR and the Addendum for the Banning Point Project never analyzed impacts of trucks on Sun Lakes Boulevard east of the project at all; instead, the analysis incorrectly and

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[3] Ruling on Submitted Matter – Petition for Writ of Mandate/Complaint for Injunctive Relief, *Pass Action Group v. City of Banning, et al.* (Riverside Super. Ct. No. CVRI2201482, March 15, 2024) ("Trial Court Order") at 6.

[4] Both documents are available at https://banningca.gov/762/Sunset-Crossroads-Specific-Plan.

[5] Draft Res. No. 2024-114 at 10, 18, 21.

[6] Evatt, Aric and So, Charlene, Urban Crossroads, *Sunset Crossroads Traffic Analysis* (June 15, 2023) at 61 (Phase 1A), 67 (Phase 3), 69 (Phase 4), *available at* https://www.banningca.gov/DocumentCenter/View/13828/App-J-2-TA-Report_6-2023.

[7] *Id.* at 60.

misleadingly assumed 100% of the Project's truck traffic would access I-10 via Highland Springs Avenue.[8]

Staff's proposed finding that subsequent environmental review is not required pursuant to Public Resources Code section 21166 and CEQA Guidelines section 15162 thus remains unsupported by substantial evidence. The City's continuing failure to address this issue violates both CEQA and its fundamental responsibility to protect the health and safety of Banning's residents from the combined impacts of multiple warehouse projects.

B. The City's findings of approval remain unsupported.

Pass Action Group's litigation challenged the City's findings of approval for both the tentative map and design review. The findings repeatedly relied on an unsupported and demonstrably untrue factual assertion: that the proposed retail and commercial buildings would "screen and buffer" the proposed warehouse from the large residential community to the south. It is undisputed that nothing in the Sun Lakes North Specific Plan or the proposed Project requires the retail and commercial buildings to be constructed contemporaneously with the warehouse—or even requires their construction at all. The retail and commercial buildings thus cannot serve as a "screen and buffer," and the City's proposed findings to the contrary remain without evidentiary support. This issue remains live in Pass Action Group's pending appeal.

Pass Action Group also challenged the City's decision to allow heavy duty trucks to use Sun Lakes Boulevard notwithstanding that Sun Lakes Boulevard is not designated as a truck route in the Noise Element of the City's General Plan. This issue also remains live on appeal.

II. The City's proposed findings fail to comply with state law and the Banning Municipal Code.

Draft Resolution 2024-114 is mostly identical to the City's prior Resolution 2022-14, but not entirely. The new draft resolution omits findings regarding compliance

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[8] *See* Bill Lawson, P.E., Urban Crossroads, *Letter to Adam Rush Re: (Design Review 21-7008 & Tentative Parcel Map 38164): Responses to Comments Submitted on February 15, 2022, by Shute Mihaly & Weinberger on Behalf of the Pass Area Action Group* (Feb. 17, 2022) at 4.

with the General Plan's Noise Element and the City's noise ordinance that were included in the prior resolution.[9]

Both state law and the Municipal Code require that the City find the tentative map consistent with both the General Plan and the adopted specific plan. *See* Gov. Code §§ 65455, 66473.5; Banning Mun. Code § 17.96.070. The Municipal Code also requires that design review approval be supported by a determination "that the project adequately meets adopted City performance standards and design guidelines," as well as findings of consistency with the General Plan and zoning ordinance, and findings of compatibility with existing neighborhood uses and character. Banning Mun. Code § 17.56.050. Elimination of findings related to the Noise Element and noise ordinance deprive the draft resolution of the required support.[10]

This omission cannot be remedied by merely adding back the findings deleted from the prior resolution. As discussed above, the City has never analyzed truck traffic noise on Sun Lakes Boulevard east of the Project, either from this Project alone or in combination with Sunset Crossroads. Absent such analysis, the City cannot support findings of consistency with the Noise Element and noise ordinance.

Finally, there is additional evidence before the City Council that this Project will not comply with local noise standards. The conclusion in the "Addendum/Consistency Checklist" that the Project's operational noise impacts will be less than significant explicitly depends on construction of a "14-foot-high screen wall" on the south side of the proposed warehouse. Staff Report, Attachment 7 at 71-72. The design review plans for the Project attached to the staff report, however, depict this feature as an 8' wrought-iron fence, not a screen wall. Staff Report, Attachment 6 at 1

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[9] Accordingly, because the findings in Draft Resolution 2024-114 differ from the findings in Resolution 2022-14, the staff report's assertions that the tentative map and design review findings in Draft Resolution 2024-114 consist of the "findings that were upheld by the court" (Staff Report at 3, 4) are thus not entirely correct.

[10] For example, Resolution 2022-14 found the tentative map approval consistent with the Noise Element of the General Plan based on an assertion that "the applicant has been conditioned to implement Mitigation Measure NOI-1" from the PEIR. Res. No. 2022-14 at 12-13. The proposed Conditions of Approval attached as Exhibit A to draft resolution 2024-114 do not contain any noise-related conditions. In addition, as discussed below, a general condition of approval requiring compliance with mitigation measures in the PEIR also has been deleted. Thus the mitigating condition on which the City based its finding of consistency with the Noise Element appears to have been eliminated as well.

(and Site Plan Keynote 6), 6, 7-8 (showing "screen wall" along the north side of the warehouse, adjacent to I-10 and the railroad tracks, but only a "fence" along the southern side of the warehouse facing Sun Lakes Boulevard and the Sun Lakes residential community). An 8' wrought-iron fence is obviously less effective at reducing noise than a 14' concrete screen wall. The conclusions regarding operational noise impacts in the Addendum/Consistency Checklist are thus based on inclusion of a "screen wall" along the southern side of the warehouse that is not included in the design review plans.[11]

III. Proposed conditions of approval eliminate the requirement that the applicant implement mitigation adopted in the PEIR.

Condition 2 of the conditions of approval adopted in 2022 required all activities undertaken in conjunction with the Project to comply with all mitigation measures in the PEIR and the accompanying mitigation monitoring and reporting plan ("MMRP"). Res. No. 2022-14, Ex. A at 1. The staff report asserts that these mitigation measures and the MMRP remain applicable to the Project. Staff Report at 5.

However, the proposed conditions of approval now before the Council omit Condition 2 as adopted in 2022. Accordingly, there is no condition of approval requiring compliance with the PEIR's mitigation measures or the MMRP.

The deletion of Condition 2 undermines the applicant's and the City's commitment to implementing the MMRP. To be clear, the mitigation measures in the MMRP do not go far enough to address the impacts of this Project; for example, they do not affirmatively require permanent noise barriers between the project and residences, use of electrical hookups for APUs and TRUs, or use of only electric on-site equipment (including yard hostlers and forklifts). But absent the commitment to the MMRP in Condition 2, the City cannot rely on the MMRP to support required findings under CEQA or other laws and ordinances.

Indeed, deletion of the condition specifically undermines other proposed findings. For example, Draft Resolution 2024-114, Section 2.F, states that the EIR's mitigation measures remain valid and applicable to the project. (Draft Resolution at 4.) Absent a condition requiring compliance with these mitigation measures, however, the Council's support for this finding is lacking.

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[11] We also note that none of the plans include additional sound barriers along the east side of the warehouse adjacent to The Lakes.

Elimination of this condition also undermines compliance with CEQA. CEQA Guidelines section 15126.4(a)(2) provides that mitigation measures must be "fully enforceable through permit conditions, agreements, or other legally-binding instruments." Absent a permit condition requiring implementation of the MMRP, the mitigation measures in the PEIR do not squarely meet CEQA's enforceability requirements as applied to this Project.

Finally, given the possibility that the entitlements and/or the buildings themselves may be sold or leased to others by the developers, the conditions of approval should specify that all conditions are binding on the applicant's tenants, heirs, successors, and assigns.

IV. The "Public Comment Correspondence" Attached to the Staff Report Addresses Past Decisions, Not the Decisions Now Before the Council.

The staff report asserts that "[a]s of the date of this report, City staff had received several items of public communication for the public hearing to [be] held before the City Council on July 9, 2024, which have been provided to the City Council under separate cover, and are attached to this staff report." Staff Report at 10. However, the materials in Attachment 15 to the staff report (in a file called "Public Comment Correspondence") all appear to predate the Council's original February 2022 consideration and approval of the Project—approval the Council now must vacate and set aside in accordance with the Superior Court's judgment and writ of mandate. Nothing in Attachment 15 indicates that these materials constitute "public communication for the public hearing to [be] held" on July 9, as the staff report claims. To the contrary, the materials in Attachment 15 appear to be unrelated to the decisions and approvals currently before the Council.

V. Conclusion

The Banning Point Project as proposed is starkly incompatible with the surrounding neighborhood and will inflict severe impacts on nearby residents. The court-ordered reconsideration of this Project gives the City Council and opportunity to rethink its past decisions in the context of a fair and impartial hearing. For the reasons stated herein, and in the appellant's presentations at the Council meeting, we urge the Council to grant Pass Action Group's appeal and deny approval of the design review, deny approval of the tentative map, and return this matter to planning staff and the Planning Commission for consideration of development alternatives that would bring the Banning community together rather than drive it apart.

Thank you for your consideration.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

Kevin P. Bundy

Cc: Caroline Patton, Administrative City Clerk (via e-mail)

1791507.3

Exhibit E

From: connie
Sent: Tuesday, July 9, 2024 4:36 PM
To: cityclerks
Subject: No on warehouse

No on warehouse . Period .
Sent from my iPad

From: Danni Otto <
Sent: Tuesday, July 9, 2024 4:21 PM
To: City Manager; cityclerks; Sheri Flynn; Rick Minjares; Colleen Wallace
Subject: Banning Point

Please reconsider - DO NOT approve the warehouse proposed on Sun Lakes Blvd. This is a high risk area for residents with multiple medical issues. Having trucks running day and night is not only a health risk to this 'residential' area, but also a traffic nightmare.

A warehouse does not belong here, and the environmental study which was done during the Covid lockdown does not give a true environmental report of what really traffic looks like in this area.

Please, vote NO to this project.

Respectfully,

Danni Otto,
Resident of Banning

RECEIVED
JUL 09 2024
City of Banning
City Clerk's Office

From: emily mason <
Sent: Tuesday, July 9, 2024 12:53 PM
To: Caroline Patton; Doug Schulze; Alberto Sanchez; Rick Minjares; David Happe; Colleen Wallace
Subject: Warehouse project in Banning

To Whom It May Concern:

I am writing this email, not as a resident of Banning, but as a very concerned daughter of a Banning resident. My parents live in the Sun Lakes community. Sadly, my father has many respiratory and heart issues. I am so concerned about how this huge warehouse project will affect his, and many other residents', health. I'm sure you aware of the pollution this would cause.

Another major concern of mine is the traffic this will cause. What about the many ambulances constantly coming and going from both Sun Lakes and The Lakes? Almost every time I am visiting, there is an ambulance. The traffic in the Highland Springs area is already awful. My mom struggles to even get on the freeway so I fear for ALL of the elderly folks this traffic will affect.

Please take Sun Lakes, The Lakes, and all nearby Banning residents into consideration. Perhaps you can put yourself in the shoes of a concerned daughter?

Thank you for your time,
Emily Giordano

RECEIVED
JUL 05 2024
City of Banning
City Clerk's Office

From: Phil Jackson <
Sent: Friday, July 5, 2024 10:56 AM
To: cityclerks; Alberto Sanchez; Rick Minjares; Sheri Flynn; David Happe; Colleen Wallace; Alberto Sanchez
Cc: _City Council
Subject: Objection to Banning Point Project
Attachments: Objection to Banning Point Project.docx

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Subject: Objection to Banning Point Project

FOR THE BANNING CITY CLERK:

This is to register my objection to approval of the Banning Point Project, to include both the construction of the 619,959 square feet industrial building shell and the partitioning of the associated parcel.

Good governance would demand the completion of totally new mandated environmental studies and documentation before the Banning City Council further considers the development. To allow decisions based on a significantly outdated FEIR that does not reflect current traffic patterns and overburdened roads , surrounding retail development, new and planned residential growth, and contemporary air quality standards would be a breach of trust with Banning citizens and an abandonment of truly representative governance.

Should the project be allowed to go forward, the partitioning of the parcel must not be allowed. It seems to me that allowing the partitioning as proposed will make it simple for the developer to sell the portion that is slated for retail and restaurant development and, thus, avoid that part of the development. Any approval of the project should include, in writing, some sort of phased warehouse occupancy and retail/restaurant occupancy in the shielding portion of the parcel. Sun Lakes residents recall, and are reminded every day of, the promises broken by the city when it was promised that trees would be planted to shield it from view when the water tank on the hill just south of Sun Lakes was approved.

The Banning City Councilmembers are begged to put the health and happiness of the city's residents ahead of any developer's profits and increased revenue to the city's coffers. Especially when changes to existing City development plans are required in order to facilitate the latter.

The Banning Point Project proposal must be finally disapproved or at least sent back to step one of its preparation.

Sincerely,

Clifton P. Jackson
6238 Turnberry Drive
Banning, CA

Objection to Banning Point Project 5 July 2024

FOR THE BANNING CITY CLERK:

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The Banning Point Project proposal must be finally disapproved or at least sent back to step one of its preparation.

Sincerely,

Clifton P. Jackson
6238 Turnberry Drive
Banning, CA

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: Lee <)m>
Sent: Monday, July 8, 2024 10:59 AM
To: Caroline Patton; Doug Schulze; Alberto Sanchez; Rick Minjares; Sheri Flynn; David Happe; Colleen Wallace
Subject: Banning Point

Follow Up Flag: Flag for follow up
Flag Status: Completed

To all that this concerns:

As residents of Banning who just happen to reside in Sun Lakes, we ask you to please (re)consider the wisdom of building a warehouse within or adjacent to our communities.

We won't add the many reasons it's not an optimal location as we know you've heard them all. We just want to add our voices to that of our neighbors.

Thanks so much in advance for your thoughtful consideration!
Lee & Michael Stone

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: Bobbie Davis < n>
Sent: Monday, July 8, 2024 12:10 PM
To: Caroline Patton; Colleen Wallace; Alberto Sanchez; Rick Minjares; Sheri Flynn
Subject: Banning Pointe

I am writing to express my disdain for the Banning Pointe project. I have noticed that even one semi on Highland Springs significantly slows down traffic let alone having semi trucks going in and out all day and evening!

We have significant pollution already with the freeway and train in our community. I hope you will not add more issues to the environment near a senior housing community!

PLEASE VOTE NO ON BANNING POINTE! COMMON SENSE WOULD TELL YOU PUTTING THAT NEAR OUR SHOPPING ON AN ALREADY CONGESTION STREET MAKES NO SENSE!

Barbara Davis
5700 W. Wilson St spc 66
Banning ca

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

1624 Fairway Oaks
Banning,California
July 8,2024

anning city council members,

Thank you for your service to Banning citizens. We know the decisions you make take ought and aren't always easy to make.

However, we are asking you to please do something to stop the planned warehouse Lakes and other residences for the elderly population.

We have lived in Sun Lakes over 20 years and enjoyed the location. However traffic ly increased on Highland Springs and we feel the extra warehouse traffic would make it very or us to drive in the area.

As we drive around southern California we have seen MANY warehouses (some be empty)that tells us we do not need another warehouse,especially so close to elderly ers.

Thank you for listening to us.

Sincerely,

Russell D. Summers
Sandra L. Hopper

'24 JUL 8 10:54AM
City of Banning

Banning City Council
members



Submitted by

Ismael Morales,
1040 Riviera Ave.
Sun Lakes Country Club, Banning
951 255-4416

Good Evening Council Members,

For 23 years I worked in retail sales, route sales and delivery, and insurance sales. So I am very familiar with commutes and our Southern California roads. I then completed my degree and taught and coached on the high school level for 25 years. I retired from teaching and moved to Banning to enjoy a healthy and active *retirement*.
Enough with my background...

Taxes...I know that a solid tax base is important to the healthy functioning of city government. Taxes, I know that in order to provide regular city services, taxes are key. Recreational and social services, thriving youth programs and senior citizen programs need the funding that comes from taxes.

Taxes are important. Heck, I go across the street from Sun Lakes and provide the city of Beaumont its taxes since we don't have that same easy retail access that Beaumont provides.

All of this said, the acquisition of a solid tax base should not be borne on the sacrifice of health and safety of its residents. I have already heard from previous meetings, the gist of which said, "yes, there will be adverse health effects if the Banning Point plan goes through, but state law allows us to disregard theses Environmental Impact Reports."

And I heard... "While there may be increased traffic on Highland Springs, we don't think it will be as bad once we do some work on the streets."

And it was said... "We don't plan on allowing trucks to travel beyond the main entrance to Sun Lakes. "
And ... "The increase in pollutants will not be that bad."

... REALLY?

In recent weeks, on a variety of different days and hours, well after major "improvements" were completed on the Highland Springs off ramp, I have been in a back up of cars that stretches to the beginning of the off ramp and sometimes, even to the freeway, itself. If you add just two or three 18 wheelers to that line of cars, you will be contributing to an extremely dangerous situation on the 10 Freeway. Cars will be stopped on the freeway, almost to Pennsylvania.

Even if the long range projected carpool lane is added, that won't do anything to the number of vehicles that still need to exit the freeway at that point.

Once the vehicles have negotiated that turn Southbound onto Highland Springs, people returning home, people going to our local shopping centers, people turning left from Ramsey to Highland Springs will all be faced with an additional backup even greater than what it already is.

If you recall, my initial statement included my desire for a healthy and active retirement. How healthy will it be if you add these additional vehicles and the pollution that they will add? How healthy will it be for myself and others as we return home on the 10 Fwy and are rear ended? How healthy will it be when the natural response that some people have to enter an intersection when it is already crowded is added to what is already a difficult emergency service response time? How healthy will it be as we wait behind a diesel truck and it spews it exhaust on all of us?

Oh, but they will add to our tax base.

As I said earlier... REALLY?

Please get your heads out of your ... well, you know and get them out of your wallets and into more constructive planning that will benefit our entire, great, little city.

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: City Manager
Sent: Tuesday, July 9, 2024 9:19 AM
To: Caroline Patton
Subject: FW: NO on warehouse

Sincerely,

Laurie Sampson
Assistant City Manager
City of Banning
Direct Line: 951-922-4860
lsampson@banningca.gov
99 E. Ramsey Street
Banning, CA 92220
www.banningca.gov

The information contained in this email message is intended only for the use of the individual or entity to which it is addressed and may contain information that is legally privileged and/or confidential. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, if you have received this communication in error, please notify us immediately by telephone. Thank you.
My working hours are Monday to Thursday from 8:00 AM to 6:00 PM. I will respond to your email as soon as possible.

-----Original Message-----
From: Gail Wright < n>
Sent: Monday, July 8, 2024 4:47 PM
To: Doug Schulze <dschulze@banningca.gov>; City Manager <citymanager@banningca.gov>
Subject: NO on warehouse

Please put the welfare of all the people in Sun Lakes and The Lakes as top priority and vote AGAINST the warehouse project proposed!

Thank you for your thoughtful consideration.

Gail Wright

Sent from my iPhone

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: K Whempner <
Sent: Tuesday, July 9, 2024 9:19 AM
To: cityclerks
Subject: Fw: Common Sense for Banning

Please include the email below with those against the Banning Point Project.
Thank you,
Karen Whempner

----- Forwarded Message -----
From: K Whempner < >
To: scalderon@banningca.us <scalderon@banningca.us>; dschulze@banningca.gov <dschulze@banningca.gov>; rminjares@banningca.gov <rminjares@banningca.gov>; cwallace@banningca.gov <cwallace@banningca.gov>; asanchez@banningca.gov <asanchez@banningca.gov>; sflynn@banningca.gov <sflynn@banningca.gov>; dhappe@banningca.gov <dhappe@banningca.gov>
Sent: Tuesday, July 9, 2024, 09:16:10 AM PDT
Subject: Common Sense for Banning

I am asking you to consider Common Sense and Kindness for Banning and Beaumont.

Common Sense shows that placing a warehouse off Highland Springs and Sun Lakes Blvd. would cause an abundance of traffic problems. We often have major traffic jams on Highland Springs at the freeway, 1st Street and 2nd Street, especially 2nd Street. We see what happens when accidents occurs at these areas. Adding large trucks in the mix of this traffic WILL cause these kind of major traffic jams to occur on a weekly basis, slowing down business activity and increasing the chances of accidents, and causing more traffic jams. With the regular occurrence of traffic jams, it's common sense that these traffic jams and accidents will increase when large trucks are placed in the middle of heavy traffic hours. Please consider this when voting of the Banning Point Project.

Noise and smell travels within the Banning area. Common Sense says that this noise will increase if the Banning Point Project is passed. Yes, I live in Sun Lakes. Yes, I hear traffic from the freeway very loudly, even when all my windows are closed. Sometimes that traffic sounds like it's coming down Sun Lakes Blvd. instead of it being on the freeway. Did you know that when road construction was happening on the freeway, we could hear the beeping from trucks backing up? That's how much sound travels! Now consider that roaring of trucks in a residential area, trucks and forklifts constantly backing up and pulling out, diesel gas odors, squeaky brakes, rumbling and roaring down the streets. SOUND AND ODORS TRAVELS!! This will be difficult for all residents in The Lakes, Sun Lakes, Four Seasons and the surrounding homes. Do you really expect us to lock ourselves in our homes, close our windows and live a happy, quiet life? Common Sense shows that this warehouse will effect this entire community in a big way.

The other effects you have heard, you know, you must consider. Warehouses belong on the outskirts of town. That's Common Sense and it's also considering what is best for our city and surrounding communities.

Please be Kind and use Common Sense. Vote NO on the Banning Point Project and any warehouse project that is next to a housing community. You can do better for Banning. Please start with NO on warehouses.

Sincerely,

Karen Whempner
578 Northwood Avenue
Banning, CA 922220

Sent from the all new AOL app for iOS

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: Kim Jensen <
Sent: Tuesday, July 9, 2024 7:47 AM
To: Caroline Patton; Doug Schulze; Alberto Sanchez; Rick Minjares; David Happe; Colleen Wallace
Subject: Banning Warehouse(s)

Dear Banning City Council Members:

I am writing this plea as a seven year resident of Banning and Sun Lakes in the hope that you will consider voting against putting a warehouse right next to the Sun Lakes community and The Lakes assisted living facility.

The reasons I am against it are many, and I'm sure you have been made well aware of them: traffic, pollution, noise, and odors come immediately to mind. It would be a nightmare for us Sun Lakes residents and the elderly people who are living their last days at The Lakes assisted living facility.

Most of those of us who live here came to Banning to enjoy our golden years in peace. This would seriously disrupt our lives, and many of us are not in the financial nor physical shape to just pull up tent stakes and move elsewhere.

Please, please do not let this happen to us.

Thank you for your consideration. Thank you for serving our community, and thank you for taking the time to read this. Please vote with your heart.

Sincerely,

Kim Jensen
Sun Lakes Resident

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: Kathleen Dale
Sent: Tuesday, July 9, 2024 8:48 AM
To: cityclerks; Caroline Patton; Alberto Sanchez; Rick Minjares; Sheri Flynn; David Happe; Colleen Wallace
Subject: July 9, 2024 City Council Public Hearing - Banning Point
Attachments: 070924CCHearing_Consistency.pdf

City Council members - please consider the following in your deliberations on this matter.

City Clerk - please ensure that a copy of this e-mail and attachment are included in the project record.

Respectfully and Hopefully,

Kathleen Dale

It is easy to get lost in the weeds with this project and the voluminous project record. However, if you take a deep cleansing breath, take a baby step back, and focus in on just a few key facts, the picture is crystal clear and your decision is simple.

The attached document includes an aerial photograph overlain with the site plan and truck paths of travel (as presented in the health risk assessment) and a summary of four fundamental General Plan and Specific Plan provisions that the project clearly does not comply with.

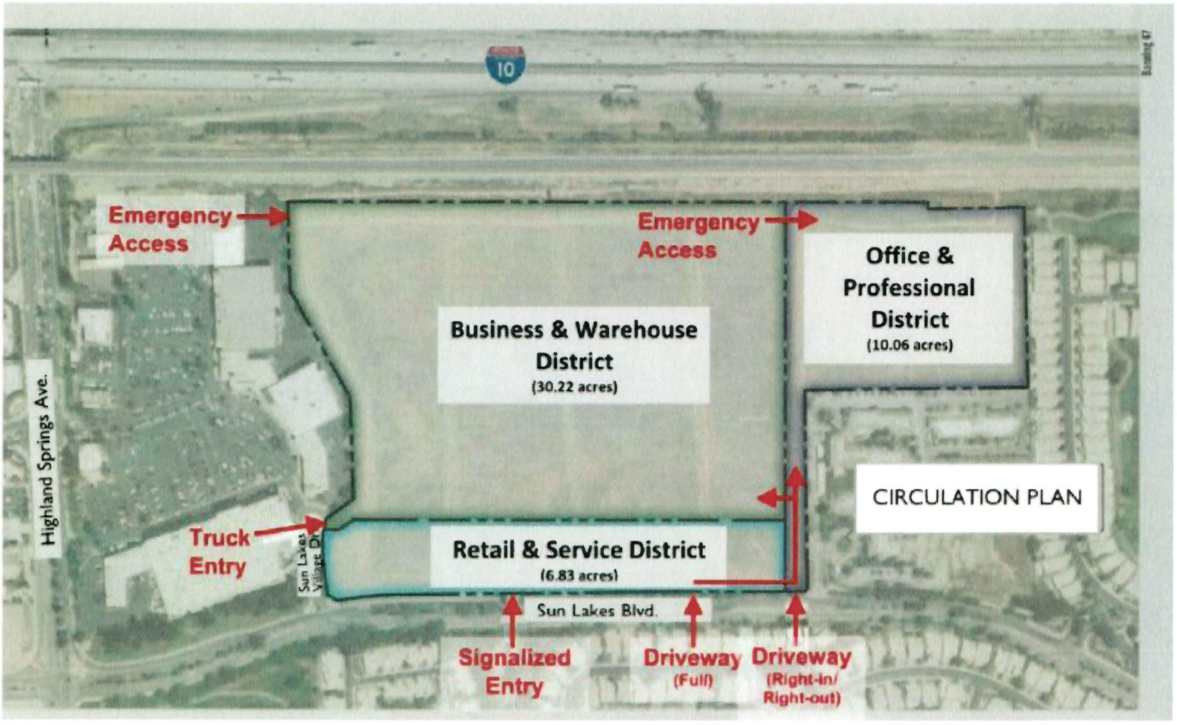
Approval actions on the parcel map and the design review require that you make numerous affirmative findings, including that the proposals are consistent with the General Plan and the Specific Plan. **As the project violates fundamental provisions of both the General Plan and the Specific Plan, YOU MAY NOT APPROVE THE PROJECT AS PRESENTED. FURTHER, AS YOU MAY NOT APPROVE THE PROJECT, CEQA DOES NOT APPLY AND THERE IS NO NEED TO WADE INTO THAT SWAMP.**

I trust a majority of the Council will come around as you finally did with the Charles Street project to understand that this project is an affront to the City's planning framework and substantially disrespects the established neighborhood. I ask that you take the responsible action of soundly denying the parcel map and design review applications before you.

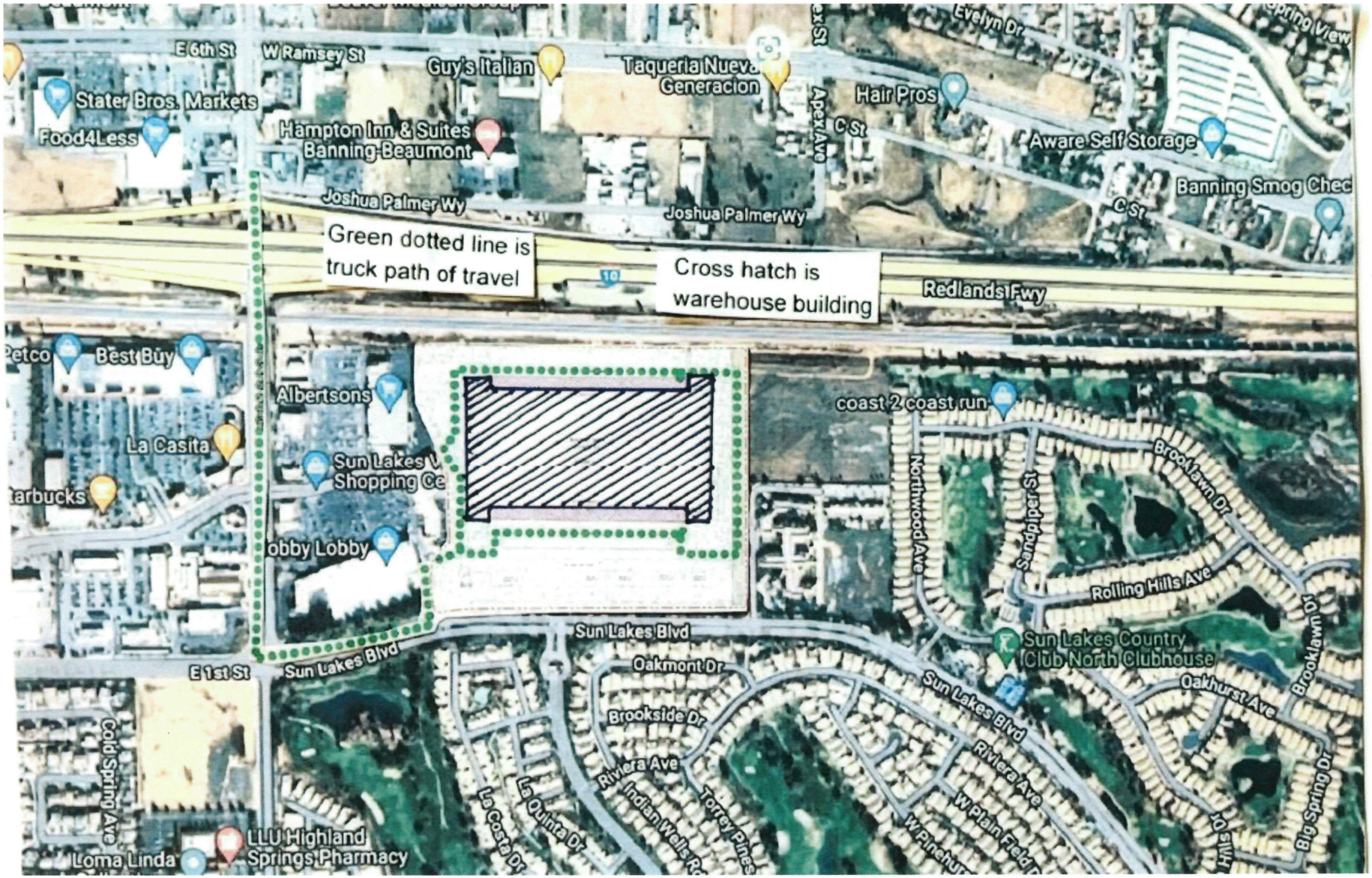
BANNING POINT - FUNDAMENTAL GENERAL PLAN AND SPECIFIC PLAN MISSES
(submitted by Kathleen Dale for City Council Public Hearing 7/9/24)

General Plan Says:	Banning Point Project:	Consistent?
The General Plan Vision Statement is characterized as the driving force behind land use decisions. The vision statement commits to respecting and enhancing the character of existing neighborhoods (General Plan Page I-1)	Places a single, massive warehouse up to 14 feet above adjacent homes and roads and places a driveway to be used for primary truck access at the common property line with an established assisted living facility.	NO
Specific Plan Says: The Office & Professional District panhandle extending to Sun Lakes Boulevard is for passenger vehicle only access to that district(SP Figures 4 and 5, SP Section 2.2.2)	**Banning Point Project:** The parcel map and site plan include the Office and Professional District access panhandle in the warehouse parcel and use this drive for truck access.	NO
Specific Plan Says: Truck traffic is to be restricted to the Business and Warehouse District (SP Figures 4 and 5, SP Sections 2.2.1)	**Banning Point Project:** The Office and Professional District access drive has been taken over for truck traffic.	NO
Specific Plan Says: The three land use districts are to be interconnected with pedestrian links integrated with landscaped stormwater management features (Specific Plan Sections 2.2.5 and 3.2.1).	**Banning Point Project:** The warehouse creates 30-acres of concrete surface with underground stormwater management features. Pedestrian connectivity is precluded due to building coverage, grade differentials and truck traffic.	NO

SPECIFIC PLAN LAND USE AND CIRCULATION PLAN (Specific Plan Figure 5)



BANNING POINT VICINITY AERIAL WITH PROJECT OVERLAY



RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: Hebe Tabachnik <
Sent: Monday, July 8, 2024 4:09 PM
To: Caroline Patton
Cc: Alberto Sanchez; Rick Minjares; Sheri Flynn; David Happe; Colleen Wallace; Doug Schulze; editor@recordgazette.net
Subject: Against the Banning Point Project

To all that this concerns,

We have been living in Sun Lakes Country Club for the past four years. We love living in Banning because it is a safe and healthy community.
We ask you to please (re)consider the wisdom of building the **Banning Point project**. This project will have irriversable effects on every aspect of living in the area, from horrific traffic jams, to unhealthy air and sound pollution, to endangering the people of the whole area when emergency vehicles will need to reach people in need.

There are many more reasons it's not a reasonable location for the project but we believe you have heard or read about them all. We just want to add our voices of opposition and serious concern to that of our neighbors.

Thank you in advance for your time and thoughtful consideration!
Best,

HEBE & JUAN TALLO

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: Cindy Medley <
Sent: Monday, July 8, 2024 1:51 PM
To: Sandra Calderon; cityclerks; Caroline Patton; Alberto Sanchez; Rick Minjares; Colleen Wallace; David Happe; Sheri Flynn; Doug Schulze; _City Council
Subject: Reconsider Banning Point

Hello City Clerk, and City Council Members,

Please vote No to continue with the Banning Point Development. This project will not add any value to Banning. Look at all the vacant warehouses in San Bernardino County, they get built and then sit empty. New warehouses are also being built in Calimesa, Yucaipa and Beaumont that may never be occupied. If they are occupied think what a mess the air quality will be, think about the people with breathing problems such as COPD and asthma, this could be your Grandparents, Parents, Kids or even yourself. Another concern is for all the additional traffic, just what we need more congestion on all our surrounding surface streets. Accidents waiting to happen.
All these warehouses are not going to get the people to spend money in our community if they need to travel to other Cities to find the places they want to shop at, eat at or to receive medical services. People want to purchase homes in a community where they can do these things.
Please reconsider and vote NO on the Banning Point Development. Maybe this would be a good site for Medical offices, Banning has a horrible shortage of Medical Professionals. Something to consider!!

Please make this email part of the public record.

Thank You,
Cindy Medley

Sent from my iPhone

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: Gary and Olga Marquette < .e@gmail.com>
Sent: Monday, July 8, 2024 3:27 PM
To: Colleen Wallace; Caroline Patton
Subject: Banning Point

Follow Up Flag: Flag for follow up
Flag Status: Flagged

To all that this concerns:
As residents of Banning who reside in Sun Lakes, we ask you to please reconsider the wisdom of building a warehouse within or adjacent to our senior communities.

We won't add the many reasons it's not an optimal location, as you know and have heard them all. We just want to add our voices to that of our neighbors.

Thank you so much for your thoughtful consideration.

Gary and Olga Marquette

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: Anita Lawrence <>
Sent: Monday, July 8, 2024 2:53 PM
To: Caroline Patton; Doug Schulze; Alberto Sanchez; Rick Minjares; Sheri Flynn; David Happe; Colleen Wallace
Subject: Banning Point

To: Banning City Council Members & City Staff Members:

As a 25 year resident of Banning and Sun Lakes, we are asking you to please reconsider the wisdom of building a warehouse within a residential community.

As has been stated many times before, building a warehouse in a residential area is not an optimal location and will impact many lives within the Banning community.

We are hopeful that you will reconsider your position on building this warehouse and thank you for your consideration.

Sincerely,
William & Anita Lawrence

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: Doug Schulze
Sent: Monday, July 8, 2024 4:42 PM
To: Caroline Patton
Subject: FW: Banning Point

Doug Schulze, ICMA-CM
City Manager
City Manager's Office
City of Banning
Direct Line: 951-922-3104
dschulze@banningca.gov
99 E. Ramsey Street
Banning, CA 92220
www.banningca.gov

From: Marie Johnson < m>
Sent: Monday, July 8, 2024 4:19 PM
To: Doug Schulze <dschulze@banningca.gov>
Subject: Banning Point

Dear Mr.Schulz, My husband and I are residents of Banning and we are asking that you will reconsider this Banning Point Warehouse. We believe it will be more of a headache to the city of Banning than a positive impact. Thank you, Mr.& Mrs. Johnson

Sent from Yahoo Mail for iPhone

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: JOHN HENEISE
Sent: Monday, July 8, 2024 2:56 PM
To: Caroline Patton; Doug Schulze; Alberto Sanchez; Rick Minjares; Sheri Flynn; David Happe; Colleen Wallace
Subject: Banning Point

To Banning city officials

My wife and I moved to Banning as our final retirement home 8 years ago. The thought of warehouses being built across from our community never entered our minds as there are thousands of senior homes in our community and thousands more in Beaumont just across the street from us. Who would ever imagine that city officials would think that it was a good idea to build warehouses among a very vulnerable population.

Please reconsider your past decisions and take this opportunity to make choices that will make Banning and Beaumont both places that will continue to attract new residents and be considered desirable locations to live in. Please put resident needs above developer needs.

Thank you for your consideration and service.

John and Donna Heneise
Sent from my iPhone
909-720-8037

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: DONNA FERREIRA <[redacted]m>
Sent: Monday, July 8, 2024 1:11 PM
To: cityclerks; Caroline Patton
Cc: ferreira0101
Subject: Banning Point Project

Hello,
My name is Donna Ferreira and I reside at 1539 Fairway Oaks Ave, Banning CA 92220.

I will be unavailable to attend the Council Meeting regarding the Banning Point Project on July 9, 2024. I would like to express my opposition of the approval for the proposed warehouse to located next to a senior citizen care facility and in the heart of a Senior Citizen Community,

I respectfully request that the city council vote AGAINST this project and go back to the drawing board to address a better use for this property that would better serve the community as a whole and that would cause less of an impact to the health and wellbeing of the already established community, many of whom do not have the ways and means to relocate if the warehouse does come into the proposed location causing an immediate impact on the health and wellbeing.

Granted, warehouses have a place and a purpose, this location is just the wrong place.

To recap, I would like it to be entered into the meeting notes that I am opposed to the approval of the warehouse to be located near the Lakes on Sun Lakes Blvd. I am opposed to the Banning Point Project.

Thank You,
Donna Ferreira
951-741-2377

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: Barbara Elness <,
Sent: Monday, July 8, 2024 2:36 PM
To: Caroline Patton; Doug Schulze; Alberto Sanchez; Rick Minjares; Sheri Flynn; David Happe; Colleen Wallace
Subject: Banning Point

To all that this may concern:

As a resident of Banning, who lives in Sun Lakes, I ask you to please consider the wisdom of building a warehouse adjacent to my community. Although there are many reasons that this is not an optimal location for such a project, I will not list them all here, since I know you've heard them all.

Please consider all residents in this decision, especially those that will be most affected by this, the senior and most vulnerable population at the Lakes and Sun Lakes CC that are nearest to this project.

Thank you for your thoughtful consideration,

Barbara Elness
6187 Inverness Drive
Banning, CA 92220

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: KATHLEEN DALE <[redacted]>
Sent: Monday, July 8, 2024 1:43 PM
To: Caroline Patton; cityclerks; Alberto Sanchez; Rick Minjares; Sheri Flynn; Colleen Wallace; David Happe
Subject: July 9, 2024 - Public Hearing for Banning Point
Attachments: 021722_CComments.pdf

Attached are my prior comments of February 17, 2022, which remain relevant (although references to content within the staff report may be off).

I did not find this document in my review of the agenda packet, but am told it it there, only missing a couple of pages.

Please ensure that this resubmitted copy is included in the project record.

Thank you,

Kathleen Dale

It is abundantly clear from what has transpired over the course of the hearings for this project that this Council and City administration are seriously disconnected from the community. Even if you can dismiss the emotional pleas you have heard from scores of community members, your decision must be based upon evidence and facts in the record before you. THE SIMPLE FACT IS THAT YOU MAY NOT APPROVE THE DEVELOPER'S PROJECT AS PRESENTED ON THE BAISIS OF THE RECORD BEFORE YOU.

The following is by no means an exhaustive listing of all that is wrong with the record before you, but it is enough to demonstrate that if you want to accommodate the developer's request, you must first amend the Specific Plan, amend the City's Commercial Vehicle Routes (Resolution 2005-91), and conduct an environmental analysis that adequately addresses and mitigates project impacts.

Supporting facts:

1. **The proposed project conflicts with substantive requirements of the Sun Lakes Village North Specific Plan.**
    a. Key excerpts from the Specific Plan are provided on page 5 for your convenience. The Specific Plan is only 41 pages and each of you should take the time to read and digest it before taking any action on development of this site.
    b. Circulation. There is not an exhibit that clearly depicts the proposed parcel boundaries in the current agenda package or any of the prior agenda packages. Based upon language within the staff report, the public can only assume that the proposed parcel configurations conform to the land use designation boundaries under the specific plan (see Figure 2, page 4 of the staff report). The circulation design for the warehouse has usurped the intended access for the Office and Professional District, which besides being in conflict with specific plan provisions requiring truck access to be limited to the Business and Warehouse District, effectively landlocks this parcel.
    c. Pedestrian Circulation. The expansive foot print of the warehouse building, associated slopes, and the use of the intend access to the Office and Professional District for truck circulation preclude any reasonable implementation of the fundamental concept within the Specific Plan for pedestrian interconnection between the three land use districts. The landscaping plan on page 24 of Attachment 5 of the staff report provides a good overview of the site plan that illustrates the complete lack of consideration for this key specific plan provision.
    d. Phasing. Specific Plan provisions at Section 4.7.1 clearly provide that the retail uses along the Sun Lakes Boulevard frontage are to go in first. The proposed reversed phasing with this project is in direct conflict with the Specific Plan.

e. Screening. The conclusory statements in the staff report regarding the effects of landscaping and the future retail buildings in screening the proposed massive warehouse must instead be supported by substantial evidence. This could take the form of illustrative diagrams depicting lines of sight from key perspectives and/or an on-site framework erection (as is used within coastal communities to understand building mass and visibility). Analysis must take into effect comparative finished grades, including that the truck drive adjacent to The Lakes development is 10 feet above that existing facility, and that finished grades for the warehouse pad are up to 10 feet above existing Sun Lakes Boulevard.

f. Screening. The plans for the warehouse building incredulously include a 14-foot concrete screen wall along the truck docks where they face the railroad and freeway, but a 6-foot open metal fence where the truck docks face Sun Lakes Boulevard (see plan sheet DAB A1.6, page 7 of staff report Attachment 5). Even if the future retail buildings would ultimately provide effective screening, how on earth will a six-foot open fence provide screening in the interim?

g. Screening. The plans before you include no landscape buffer adjacent to The Lakes development (recall that the warehouse truck drive at this common boundary is perched 10 feet above them). See the landscaping plan on page 24 of Attachment 5 of the staff report.

2. The CEQA analysis presented for your consideration does not take key project characteristics into consideration

a. Analyses for aesthetics, air quality and noise does not appear to take into consideration the relative grade of the source and receptors, namely that the trucks along the eastern access drive are 10 feet above the adjacent receptors.

b. Analyses for air quality and noise does not appear to take into consideration the design change that pushed the truck access for the warehouse out onto the access panhandle for the Office and Professional District and closer to sensitive receptors (see Exhibit C, page 11 of 2/10/22 air quality memo and Exhibit 8-A, page 36 of 2/7/22 noise study report).

c. Exhibit 6 on addendum page 69 and Exhibit 7 on addendum page 71 suggest that attenuation effects for a 6-foot wall along the edge of The Lakes development have been considered in the noise analysis – how can such a wall provide any such attenuation when the finished grade on the truck access road is above the top of the wall?

d. Analysis for air quality and noise appears to erroneously characterize the nature of outdoor use areas for residential receptors across Sun Lakes Boulevard (assumes no outdoor yard areas oriented toward the road; see page 10 of 2/10/22 air quality memorandum).
e. Analysis of biological impacts does not address the narrow endemic plant species of concern, which are correctly Marvin's Onion and Many-stemmed dudleya (verifiable with interactive mapping tool on Western Riverside County Regional Conservation Agency website).
f. Analysis of biological impacts does not address the riverine/riparian resources on the site.
a. The feasibility of the temporary noise barrier noted in Mitigation Measure NOI-1 on page 67 of the addendum must be demonstrated. Slopes and grade differentials at the interface with The Lakes facility suggest it is not likely a temporary noise barrier could be effectively erected. If this is the case, construction noise impacts would be unavoidable and significant and would trigger the requirement for a subsequent EIR.
b. The resolution presented for your approval claims that Condition of Approval 2 pulls forward all applicable mitigation measures from the prior specific plan EIR (see item F on page 4). No such condition is apparent in the conditions appended to the resolution posted with the staff report.

3. **The intended CEQA compliance vehicle for this project only became evident with release of the City Council agenda a few days ago**

Prior to issuance of public notices for this hearing sometime between February 1, 2022 and February 4, 2022, notices and staff reports had only disclosed that staff had done a consistency analysis and that a Notice of Determination had been prepared for Planning Commission and City Council consideration. No documentation associated with the purported staff consistency analysis was made available to the public, nor does it appear to have been provided to the Planning Commission, or the City Council until a few days ago. It was only with the release of the agenda packet a few days ago that the 686-page addendum finally surfaced. The fundamental omissions with the applicability of an addendum in this circumstance aside, that document is only dated February 10, 2022, including some of the supporting technical analysis! Even if the City is not required to provide public review for an addendum, how on earth did the Planning Commission consider this information, how on earth has the Council had time to independently review it, and how on earth did the City release a public notice relying on this document before it even existed?

4. **City zoning and General Plan designations**
   The General Plan and Zoning exhibit included as page 28 of Attachment 5 to the staff report depicts land use designations that are the reverse of those in the Specific Plan – namely a Business Park designation is depicted adjacent to Sun Lakes Boulevard and a General Commercial designation is depicted adjacent to the freeway. This fundamental discrepancy in the City's plans must be resolved.
5. **Commercial vehicle routes**
   The City has designated certain streets in the city for use by heavy trucks by means of Resolution 2005-91. A copy of the current map is attached for your convenience. Please note that Sun Lakes Boulevard is not a designated commercial vehicle route.

Sun Lakes Village North Specific Plan (Amendment 5) Excerpts

Section 2.2-1 – Semi-truck access is to be limited to the Business and Warehouse District.

Section 2.2.5 – on-site pedestrian circulation to connect the three districts and facilitate employee access to restaurants and retail uses. Repeated in Section 3.2.1, item 4; Section 3.2.5, item 5; Section 3.2.6, item 5; and Section 3.2.7, item 3.

Section 3.2.1, item 2 – provide a connected internal drive aisle linking the Retail & Service District to the Office & Professional District entry road to allow greater passenger vehicle access. Repeated in Section 3.2.6, Item 2 and Section 3.2.7, item 8.

Section 3.2.1, item 5 – stormwater management facilities are to be developed as landscaped features that integrate with onsite pedestrian circulation system.

Section 3.2.1, item 7 – drive aisles are to be design to minimize conflicts with pedestrian movements.

Section 3.2.2, item 4 – provide enhanced architectural detail for Business Park & Warehouse District building elevations visible from Sun Lakes Boulevard.

Section 3.2.3, item 7 - locate, grade, and design projects to direct stormwater runoff from building roofs and paved areas into swaled landscape areas that serve a dual purpose of retention/infiltration as well as a visual amenity.

Section 3.2.4, item 2 - locate, design, and/or screen truck courts, dock doors, and truck parking areas so they are not visible from Sun Lakes Boulevard. Ensure that these areas are concealed while in use, including the tops of truck trailers. Repeated in Section 3.2.5, item 4.

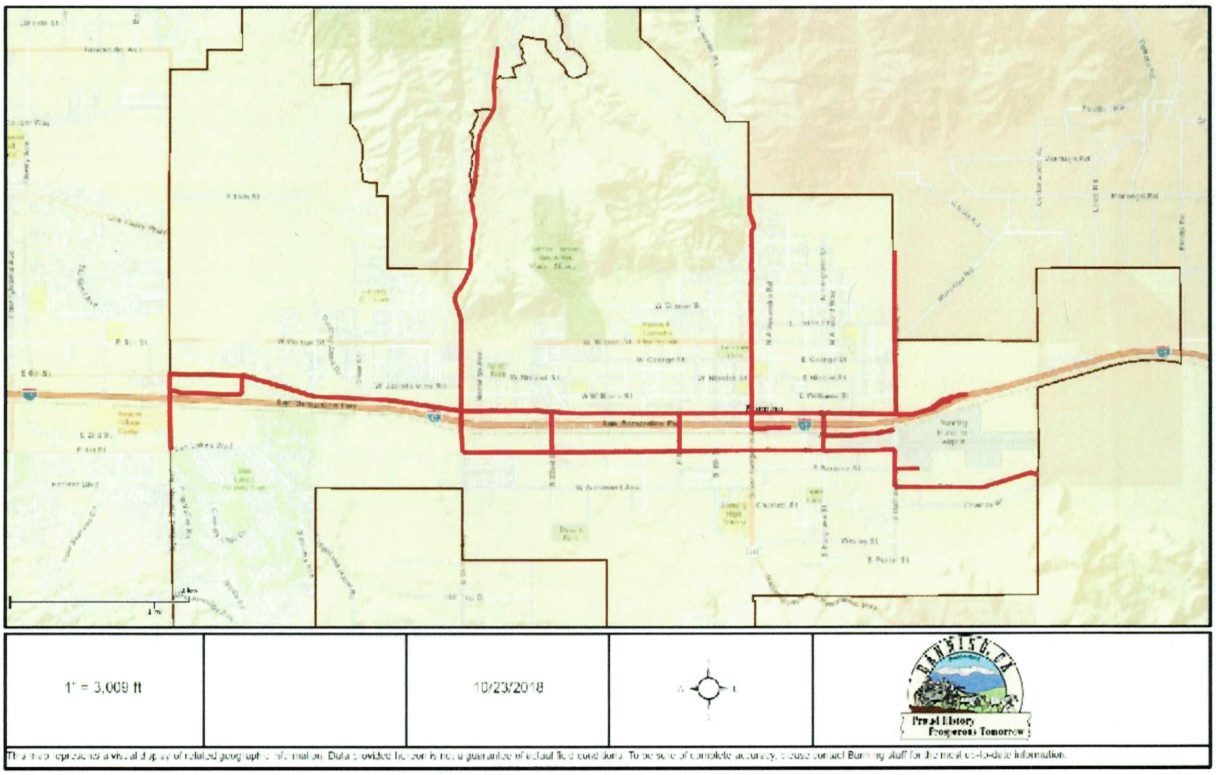
Section 3.2.4, item 3 - use evergreen screen trees along with shrubs and groundcover to create a 20-foot-wide landscape buffer along the northeastern Specific Plan boundary adjacent to the existing residential parcels. Select tree species and size to ensure a solid tree screen above the existing wall within one year. Repeated in Section 3.2.6, item 4.

Section 3.2.7, item 4 - provide clear and well-designed pedestrian access to buildings from the street, parking lot, and Specific Plan pedestrian circulation system through careful building siting, circulation design, decorative hardscape, and landscaping.

Section 4.6.2 - Specific Plan Amendments are required when proposed changes to text or exhibits significantly alter the intent or development concepts of the Specific Plan. Specific Plan Amendments shall be processed in the same manner as the original Specific Plan approval, which includes review by the Planning Commission and adoption by the City Council.

Section 4.7.1 - construction of development and improvements within the Retail & Service District shall be completed prior to occupancy of development within the Business & Warehouse District.

Resolution No. 2005-91 Commercial Vehicle Routes



1" = 3,009 ft		10/23/2018		Proud History Prosperous Tomorrow

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: Beth Carlin < >m>
Sent: Monday, July 8, 2024 2:04 PM
To: Caroline Patton; Doug Schulze; Alberto Sanchez; David Happe; Rick Minjares; Colleen Wallace; Sheri Flynn
Subject: Banning Point

We have lived now in Sun Lakes for eight years and love our community and surrounding areas. We are very concerned about the plans to build warehouses so very close to our neighborhoods which will negatively impact these communities and adjacent areas.

Please consider your future decisions to build these warehouses so close to our communities that will impact our health, traffic congestion and property values.

We thank you for your time and consideration in planning this development.

Robert and Beth Carlin

Sent from my iPhone

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: GARY BEESON <
Sent: Monday, July 8, 2024 2:19 PM
To: Caroline Patton
Subject: Warehouse

As a long time (53 yrs) resident of Cherry Valley. I hope you will stop the warehouse behind Albertsons from being built. We don't need any added truck traffic in that area.

RECEIVED
JUL 08 2024
City of Banning
City Clerk's Office

From: Duane barringer < >
Sent: Monday, July 8, 2024 5:17 PM
To: Caroline Patton; Doug Schulze; Alberto Sanchez; David Happe; Rick Minjares; Colleen Wallace; Sheri Flynn
Subject: Banning Point

To the city council
As a resident of this city, I ask you to please reconsider the wisdom of building a warehouse adjacent to our Sun lakes communities.We know you've heard all the reasons why it's not a good location for a warehouse.

Thank you all in advance for your thoughtful consideration

Duane Barringer
760-808-2591
Sent from my ipad

RECEIVED
JUL 06 2024
City of Banning
City Clerk's Office

From: Susan Walsh <
Sent: Saturday, July 6, 2024 12:33 PM
To: Caroline Patton
Cc: City Manager; Alberto Sanchez; Rick Minjares; Sheri Flynn; David Happe; Colleen Wallace
Subject: Urge NO vote on Banning Pointe Project

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear Administrative City Clerk Patton,

I'm requesting that my letter to the City Manager and all City Council Representatives (copy below) be included as part of the official record of the Banning City Council Meeting July 9, 2024.

Thank you.

Dear City Manager Schulze,
Mayor Sanchez,
Mayor Pro Tem Minjares,
Council Member Flynn,
Council member Happe,
Council Member Wallace

I'm writing to urge a no vote on the development of the Banning Pointe warehouse on Sun Lakes Blvd in Banning, Calif.

I understand the need for warehouses in this economy but this is not the appropriate location in Banning. . .

- On the east side there's a facility for Alzheimer's patients (The Lakes);
- On the south side a senior community of thousands of residents (Sun Lakes Country Club);
- On the west side a small but vibrant shopping center (Albertson's Shopping Center/Sun Lakes Village Shopping Center).

This is a residential community with already horrendous and dangerous traffic issues. Semis coming and going 24 hours a day will only make it many times worse.

Over the past 22 years, state and federal air quality regulations have progressed with reducing large particulate matter and oxides of nitrogen (NOx) emissions. However, with the recent exponential increase in warehouses in the Inland Empire, decades of effort are becoming undermined as greenhouse gases (GHG) climb, and NOx, particulate matter (PM), and ozone continue to disproportionately impact certain communities. I submit to you, that a large segment of Banning's senior community is one of the areas that would be disproportionately affected, almost 20% of Banning's population.

- Decision makers in Banning have not taken into consideration the long-lasting effects this project will have on the health of community residents they serve
- Traffic congestion and bottle necks are another big concern. They already occur on Highland Springs from the freeway to Sun Lakes Blvd. How much worse will it be with a steady stream of semis 24 hours a day.
- Sun Lakes Blvd was not designed and created with the ability to handle constant semi traffic at all hours of the day and night.

My husband and I have been residents here in Banning for almost 5 years. We love it here. Banning has so much potential. Please don't ruin it with warehouses in inappropriate areas. There are appropriate locations for such warehouses away from residential areas, away from schools, shopping centers. . . Build them there.

Thank you.
Dennis and Susan Walsh
Banning, California

Sent from my iPhone

RECEIVED
JUL 0 2 2024
City of Banning
City Clerk's Office

From: Harriet Snyder <
Sent: Tuesday, July 2, 2024 12:06 PM
To: cityclerks
Subject: RE: Proposed Warehouse project opposite Gate 1 at Sun Lakes Country Club Community

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council,

My name is Harriet Snyder and I am a resident of Sun Lakes Country Club. My home is close to the main gate 1 and I use it several times a day.

I have been very concerned about the proposed large warehouse project proposed to be directly opposite our gate 1main entrance. However, my concern turned to terror last week when I exited left through gate 1, turned right on Highland Springs, and then got into the left lane to get on the 10 freeway going west.

After passing through the light on 2nd street, I was almost to the next light when I noticed a big rig slightly behind me on my right, with his left turn blinker on. Apparently he was new to the area and/or not paying attention as he did not know that you need to get in the left turn lane way back before the 2nd street light to be able to turn left onto the freeway, with all the traffic and congestion at these intersections.

There was literally no way for me to allow him in as he was behind me. However, when the light turned green and no other cars let him in, he moved forward and started forcing his way into my lane. I had nowhere to go. Beeping my horn didn't help. Fortunately I was able to move forward and out of his way before he smashed into me or I smashed into someone else. I was terrified, and additionally had my 3 year old granddaughter in the back seat. It would have been two of us injured or killed. This was at 9:50 a.m.

Highland Springs Ave is a very congested area WITHOUT dozens of big rigs moving in and out of it's lanes. The 3500+ population of Sun Lakes is elderly – who knows how many accidents, injuries and deaths will occur with big rigs competing with elderly drivers with decreased reflex skills as they maneuver their way down or up Highland Springs Ave? Not to mention the residents of Four Seasons, and the multiple residents of non-senior homes south of First Ave.

It currently takes me 10-15 minutes to get from Gate 1 to the left turn lane that goes on the freeway going west if there is ONE big rig in the lane in front of me. This is waiting through 3 – 5 lights. How long will it take me with two big rigs? Three big rigs? And yes, I am aware that I could take 1st Ave to Beaumont Ave to get on the freeway there, but then you have the massive traffic back up that is always on Beaumont Ave. And why should I, or any of us, have to drive 2+ miles out of our way when the freeway entrance we need is just down the street?

Please consider the safety issues that will develop if this warehouse project goes through. Please consider the traffic jam issues that will be 50 times worse if this warehouse project goes through. Please consider the multiple negative impacts on all the residents that live in this area.

Highland Springs Ave was not built to support multiple big rig traffic. It is beyond congested enough with just regular cars. Go drive over there yourselves and see how it is most of every day.

Thank you for your consideration of my opinion in this matter.

Sincerely,

Harriet Snyder

5955 Warwick Hills Way, Banning CA 922

RECEIVED
JUN 28 2024
City of Banning
City Clerk's Office

From: Mahm <
Sent: Friday, June 28, 2024 4:31 PM
To: cityclerks
Subject: Re: Submitting Comments in Opposition to Banning Pointe Project for Public Hearing on June 11

Follow Up Flag: Follow up
Flag Status: Flagged

I am resubmitting this communication to be included in the public hearing scheduled for Tuesday, July 9th regarding the Banning Point Project.

Mary Ann Melleby

Sent from AOL on Android

On Wed, Jun 5, 2024 at 3:10 PM, Mahm
< > wrote:

This written communication is being submitted to be included in the public hearing process scheduled for Tuesday, June 11, 2024, regarding the Banning Pointe Project.

We are adamantly opposed to this project because of the following reasons: **traffic issues, and air and noise pollution and inappropriate location for warehouse operations.**

Traffic Issues:

Adding additional trucks to our already congested traffic area on Highland Springs will increase traffic to unacceptable levels. With over 80 percent of the residents living near the project being over 55 years in age, there is almost a daily need for emergency services, in particular, paramedics and ambulance service. With increased traffic congestion, these emergency services will be greatly impeded to those residents in critical need at The Lakes, Sun Lakes Country Club and Four Seasons. Every second counts in a medical emergency. No amount of traffic light management or roadway improvements will be effective.

Air and Noise Pollution

Increased presence of trucks in the area will certainly have a negative effect on air and noise pollution, due to the daily presence of noisy trucks, spewing diesel gasoline fumes.

Here again, with over 80 percent of the residents living near the project being over 55 years of age, many with compromised health conditions, it is unacceptable for any warehouse to be in an area adjacent to an assisted living facility and across the street from a large retirement community.

Inappropriate Location:

One only has to drive the 60 freeway through the Moreno Valley region to see that the warehouses are not located adjacent to residential areas. For the most part, this is also true in the Ontario area. The Amazon facility in Beaumont and the new (and seemingly vacant) warehouses off Cherry Valley Avenue are located away from residential areas. There is another warehouse located in the eastern part of Banning that has recently become vacant. It is appropriately placed.

Warehouses are an important element of goods movement in today's economy, but location, besides the availability of raw land, is an important consideration. The Banning Pointe Project is grossly inappropriately placed and should not be approved for the proposed location.

We are vehemently opposed to the project, especially the warehouse component.

Sincerely,

Mary Ann Harvey-Melleby

Richard Collier

Sun Lakes Country Club Residents

6308 Ponte Verde Circle

Banning, CA 92220

(909) 974-8008

From: Patricia Norcutt
Sent: Friday, June 7, 2024 4:49 PM
To: Caroline Patton
Subject: Banning Point Project

RECEIVED
JUN 07 2024
City of Banning
City Clerk's Office

My parents were residents of Sun Lakes for 30 years until their deaths. They absolutely loved Banning! I am a 16 year resident of Four Seasons in Beaumont. This project affects not only Banning residents but also Beaumont residents along with anyone who frequents Highland Springs. The infrastructure can barely support the traffic now. Adding additional trucks would be a horrendous and disastrous decision. Please vote NO. No warehouses near Albertsons.
Patricia Norcutt

RECEIVED
JUN 10 2024
City of Banning
City Clerk's Office

From: Cindy Medley < >
Sent: Monday, June 10, 2024 6:47 PM
To: Sandra Calderon; cityclerks; Caroline Patton; Alberto Sanchez; Rick Minjares; Colleen Wallace; David Happe; Sheri Flynn; Doug Schulze; _City Council
Subject: Reconsider Banning Point

Hello City Clerk, and City Council Members,

Please vote No to continue with the Banning Point Development. This project will not add any value to Banning. Look at all the vacant warehouses in San Bernardino County, they get built and then sit empty. New warehouses are also being built in Calimesa, Yucaipa and Beaumont that may never be occupied. If they are occupied think what a mess the air quality will be, think about the people with breathing problems such as COPD and asthma, this could be your Grandparents, Parents, Kids or even yourself. Another concern is for all the additional traffic, just what we need more congestion on all our surrounding surface streets. Accidents waiting to happen.
All these warehouses are not going to get the people to spend money in our community if they need to travel to other Cities to find the places they want to shop at, eat at or to receive medical services. People want to purchase homes in a community where they can do these things.
Please reconsider and vote NO on the Banning Point Development. Maybe this would be a good site for Medical offices, Banning has a horrible shortage of Medical Professionals. Something to consider!!

Thank You,
Cindy Medley

Sent from my iPhone

From: Anita Chatigny <
Sent: Monday, June 10, 2024 1:14 PM
To: cityclerks
Subject: Letter

RECEIVED
JUN 10 2024
City of Banning
City Clerk's Office

To Whom It May Concern,

I am writing as a concerned citizen of Banning. I am a working professional who moved to Banning approximately 5 years ago. I moved with the promise of spending my retirement in a community built upon City leadership that would support my health and well-being.

I have watched with dread as the City has taken a blind eye to responsible city planning. Even with legal issues that bring the council to revisit the Banning Pointe project, I am still not convinced that Banning City Council will act in its citizens' best interests.

The question before you is simple: How many lives is the City of Banning willing to sacrifice for the promise of money?

I want to believe in this City Council and its ability to revisit the Banning Pointe initiative with a fresh viewpoint. As much as I hate to consider this, I am prepared to move from this community if the actions of the council do not demonstrate the care/concern for its senior citizens as I once envisioned. I wonder how many others there are that feel the same.

I want to keep my tax dollars here and to work in partnership with the City Council. Please demonstrate by your vote your commitment to partner with me.

Sincerely yours,
(Electronically signed)
Anita Lara Chatigny, Ph.D.

Sent from my iPad

RECEIVED
JUN 10 2024
City of Banning
City Clerk's Office

From: Kathleen Dale <
Sent: Monday, June 10, 2024 2:24 PM
To: cityclerks; Caroline Patton; Doug Schulze
Cc: Sheri Flynn; Rick Minjares; Colleen Wallace; Alberto Sanchez; David Happe
Subject: Re: 6/11/24 City Council Meeting - Agenda Items 6.10 and 7.1 (Substantive Content Missing)

Just in case - correcting my time warp reference in the original subject line.

Kathy

On Monday, June 10, 2024 at 02:20:17 PM PDT, Kathleen Dale <kdalenmn@aol.com> wrote:

Good afternoon - in reviewing the posted agenda packet yesterday, serious omissions in the back-up material became evident.

1. Neither report includes a location exhibit or any exhibits identifying the proposed project.

2. The only attachment to the report for Item 6.10 is the proposed three-page resolution to rescind the prior approval. The body of the report does not refer to inclusion of a copy of the resolution being rescinded, the resolution to be rescinded is not listed as an attachment, and the resolution to be rescinded is not otherwise present or linked.

3. The report for item 7.1 includes two attachments, the proposed approval resolution and Exhibit A to that resolution (the conditions of approval). The body of the report refers to additional attachments that are not listed at the end of the report, and that are not otherwise present or linked (project exhibits noted at the end of the APPEALS OF THE PLANNING COMMISSION'S DECISION AND HEARING DATES section, public comments noted in the ADDITIONAL PUBLIC COMMUNICATIONS section, the December 1, 2021 Planning Commission packet noted in the JUSTIFICATION section, and the Planning Commission approval resolution noted in the PLANNING COMMISSION ACTION section).

4. There is no supporting content for Item 7.1 related to the proposed CEQA action (e.g., the Addendum, supporting technical reports, or mitigation monitoring program).

These are serious omissions of substantive content necessary for the public to provide informed comment and for the decision-makers to make an informed decision.

I trust that these items will be pulled from the agenda for Tuesday's meeting.

Respectfully,

Kathleen Dale

RECEIVED
JUN 10 2024
City of Banning
City Clerk's Office

From: Stuart <
Sent: Monday, June 10, 2024 1:04 PM
To: Alberto Sanchez; rminhares@banningca.gov; Sheri Flynn; Colleen Wallace
Cc: City Manager; Laurie Sampson
Subject: Transit and Business Center of the Pass
Attachments: Transit and Business Center of the Pass copy.pages

1. Alberto Sanchez, Mayor,
2. Rick Minhares, Mayor Pro Tem,
3. Sheri Flynn, Council Member,
4. David Happe, Council Member,
5. Colleen Wallace, Council Member.

Cc: Doug Schulze, City Manager,
Cc: Laurie Sampson, Assistant City Manager.

Enclosure: Letter to Banning Planning Commission, 2024-06-05

This is a proposal asking you to consider better use of the so-called Banning Point area in west Banning. Establish a Transit Center to serve as a station for the Coachella Valley - San Gorgonio Pass Rail Corridor service, better known as Coachella Valley Rail, with passenger service between Los Angeles and Indio.

The current proposal for a warehouse and the accompanying big truck traffic and diesel fumes and particles do not belong in a residential zone. It conflicts with Banning's stated desire to adopt a "Blue Zone" status for the health and welfare of all residents.

This land is an opportunity for Banning to plan for the positive and healthful future of the People of Banning and the Pass Area.

This proposal is a challenge to the developer of the proposed warehouse to build something beneficial to the People of the Pass. If the developer cannot do this, the developer does not belong in California.

Assistant City Manager: Please pass this on to Council Member Happe who did not list an email in his City Bio.

Thank you,

Stuart MacKenzie
Banning, California 92220

RECEIVED
JUN 10 2024
City of Banning
City Clerk's Office

From: bruano <
Sent: Monday, June 10, 2024 1:17 PM
To: Laurie Sampson; Alberto Sanchez; rminares@banningca.gov; Colleen Wallace; David Happe; Sheri Flynn
Cc: bruano@aol.com
Subject: Banning Point Warehouse Project

Council Members,

Please vote no against the Banning Point Warehouse project. I have been a SunLakes resident for 6 years. I am involved in the Banning community, not only in Sun Lakes. My career took me to many cities/states over the years but Banning is the place I want to spend my senior years. The warehouse would severly dampen the joy of living here. The truck traffic, more traffic jams, dirty air are all hazardous for all residence of Banning but even more for the elderly. Again, please vote NO to warehouses next to the residential areas.

Respectfully,
Bess Ruano
Banning Resident
1539 Faireway Oaks Ave.
Banning CA

Sent from my Verizon, Samsung Galaxy smartphone

6/4/24

To whom it May Concern and City Clerk,

RE: Banning Point Warehouse Review
Public Hearing June 11, 2024

- Most cities have laws against odors, noise, harmful pollutants, gas, chemicals and so does Banning. The City of Banning has violated air quality regulations and has paid a hefty fine in the past.
- Science tells us exhaust such as trucks idling and just driving have carbon dioxide that traps heat in the atmosphere and creates more global warming.
- Being repeatedly exposed to concentrated exhaust from gas or diesel fuiled vehicles has huge effects on our health such as asthma, reduced lung capacity, makes us more susceptible to respiratory illnesses.
- Businesses should be concerned about being good neighbors and "set up shop" in appropriate areas.
- If the city of Banning doesn't allow chickens, ducks, roosters in the City, why would we have noise pollution 24/7 from warehouses and trucks and traffic?
- Please vacate all prior approvals.

Respectfully, Patricia Lyre 1212 Lee. Ave Secd

Patricia Syre
1212 Laguna Seca Ct
Banning CA 92220-5419

'24 JUN 6 9:09AM

RECEIVED
JUN 06 2024
City of Banning
City Clerk's Office

City Clerk
City of Banning
99 E. Ramsey St.
Banning CA 92220

From: Sheets Family <
Sent: Wednesday, June 5, 2024 2:46 PM
To: cityclerks
Subject: No Warehouse

>

RECEIVED
JUN 05 2024
City of Banning
City Clerk's Office

Please reconsider approving the warehouse on Sun Lakes Blvd. Having trucks running day & night is not only a health risk to seniors in Sun Lakes & The Lakes but also a traffic nightmare. A warehouse does not belong in a quiet residential area.

Please note the error of the environment study which was done during the Covid lockdown when traffic wasn't an issue.

It makes more sense to put in a warehouse in downtown Banning where there are no homes.

Concerned senior residents,

Bob & Nancy Sheets

FROM THE
RESIDENTS OF
SUN LAKES COUNTRY CLUB.

David Gartzke

RECEIVED
JUN 05 2024
City of Banning
City Clerk's Office

On June 5, 2024, Ms. Gartzke submitted signed "petition" sheets to the City Clerk's Office.

1,007 sheets of the attached notice were received.

Caroline Baez

To: The Banning City Council

The residents of Sun Lakes Country Club chose to move into the community because it met the needs of these residents who were entering the latter stages of their life. The surrounding community offered a slower pace of life with adequate resources for their everyday needs. The air quality was good. The traffic was moderate. The neighbors were nice. The city was looking after the public health, safety, and welfare of its citizens and the community.

This approach to choosing where you live is likely not so different from how some members of the City Council choose the homes they live in. They want a safe, clean neighborhood with a quality school close to home for their children and not too far from work. We ask the Council: If your children's school is shut down or there was a factory constructed across the street from the school that produced constant fumes and noise surrounding the playground, would you consider re-locating to another neighborhood? As a person who is 30 to 50 years younger than most Sun Lakes residents, you have the option to re-locate.

We, in Sun Lakes, are not in our prime earning years and our options are limited due to health issues and reduced income. We ask the City Council to delay any vote on the Banning Point Project until after they take into consideration that Sun Lakes Country Club alone represents nearly 20 percent of Banning's total residential population, and this population is going to be negatively affected by the development of the Banning Point Project for the rest of their natural lives.

We ask the Banning City Council to also take into consideration that the City is still looking for land to develop low density and/or medium density housing. A small apartment complex built to house our own Banning seniors whose income would not allow them to purchase or rent homes in Sun Lakes would be a godsend to many. The City is also trying to encourage the re-opening of a new Department of Motor Vehicles building. With so many seniors within a two- or three-mile radius of this property, a medical facility providing medical specialists would be well supported. A facility like this would bring residents from many of the surrounding cities to take advantage of Banning's Specialist facility. Any of these options could be developed on the Banning Point 47 acres. Consider promoting and soliciting developers for these types of projects. Allow the current developer to re-locate to an area farther away from existing, mature developments designed to house seniors, and allow the current developer to negotiate with the owners of one of the many empty warehouses already collecting dust.

PRINT YOUR NAME *SIGN YOUR NAME* *STREET ADDRESS* *DATE*

THE BANNING POINT WAREHOUSE FIGHT CONTINUES

The Judge ruled that the current Banning City Council must reconsider the Banning Point Project. That means that any individual concerned that construction of a 620,000 square foot warehouse with its associated traffic and pollution would be detrimental to the surrounding community still has an opportunity to let their voice be heard before the Council conducts another vote on the project.

The attached document has been created to inform the City Council of the residents' concerns and to request that the Council delay any vote on the Banning Point Project until after taking into consideration that Sun Lakes Country Club alone represents nearly 20 percent of Banning's total residential population, and this population is going to be negatively affected by the development of the project for the rest of their natural lives.

If you would like to add your name to the list of Sun Lakes residents who want to be heard before it is too late, please print your name, sign your name, provide your street address, and give the date you signed the document. Return the signed document to your District Delegate as soon as possible (3 to 5 days). We want to let the City Council members understand that we are still opposed to this warehouse project, but we must speak up BEFORE they take another vote.

Thank you,

Dorrie Gartzke, SLCC Recycle Project

From: Fran Matzen < >
Sent: Wednesday, June 5, 2024 6:22 AM
To: Sandra Calderon <scalderon@banningca.gov>
Subject: Banning Point

RECEIVED
JUN 05 2024
City of Banning
City Clerk's Office

Dear Banning city officials,

Thank you for listening to your constituents. Please DO NOT APPROVE the Banning Point warehouse project.

As I am sure you are aware, there are over 3,000 residents living in close proximity to the proposed project. Studies have shown the ill effects warehouse projects can have on the health of those living nearby.

Also, traffic in the general area is already bad. We don't need truck traffic added to the mix. Have you ever tried exiting the eastbound I10 in the late afternoon? We often are on the shoulder well west of the exit, sometimes just barely able to get in the line that is backed up almost to the Pennsylvania Avenue on-ramp. Please don't add truck traffic to this. In addition,the street traffic on Highland Springs south of the freeway to Sun Lakes Boulevard is already quite congested.

Please consider those who elected you when you vote.

Thank you,

Frances Matzen
5652 Lopez Way
Banning, CA 92220

From: Shirley Dills <
Sent: Wednesday, June 5, 2024 8:55 AM
To: Sandra Calderon <scalderon@banningca.gov>
Subject: Banning Point

RECEIVED
JUN 05 2024
City of Banning
City Clerk's Office

I am writing to you to reconsider your approval of the Banning Point.
I have lived here in Sun Lakes for 20 years and considered this my last home here in Banning.
I have a great life here in Banning, but that is threatened now due to Traffic from big rigs blocking streets that we must use. Sun Lakes through the Mello Roos paid out of our pocket for the Highland Springs underpass so we could have fast access to San Gorgonio Hospital.
This is now, due to the approval of Banning Point being approved, a real life threat to many here in Sun Lakes.
We have paid our taxes and are a large part of the City of Banning.
I'm a Senior, age 84 at the present time and am very concerned about the quality of the enviornment, and air quality which would undoubtedly be affected by a warehouse so close to my home.

I'm requesting you to reconsider at the June 11, 2024 meeting.

If this was your Mother what would your choice be?

Thank You
Shirley J Dills
Sent from my iPhone

From: Raymond Reddig
Sent: Tuesday, June 4, 2024 9:18 AM
To: cityclerks
Subject: BANNING POINT

RECEIVED
JUN 04 2024
City of Banning
City Clerk's Office

As a citizen of Banning I object to the Banning point project 98rayroad@gmail.com

RECEIVED
MAY 22 2024
City of Banning
City Clerk's Office

From: Barbara Jesus <reech.us@hotmail.com>
Sent: Wednesday, May 22, 2024 12:04 PM
To: Sandra Calderon <scalderon@banningca.gov>
Subject: Public Hearing May 28, 2024 Review 21-7008 ETC

We submit some of these links to support why these trucking operations should not be put near our residential communities.

Minority Population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed USDOT program, policy or activity. • Low-Income means a person whose median household income is at or below the Department of Health and Human Services poverty guidelines. • Low-Income Population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed USDOT program, policy or activity. Besides the minority and low-income populations, **elderly people** and children are particularly vulnerable to potential health impacts brought by freight. In this analysis, these populations are defined as below: • **The Elderly Population refers to the people that are 65 years and older. • Children refers to the people who are under 10 years of age.**

https://www.ehn.org/diesel-truck-air-pollution-2655321340.html

EHN

Diesel trucks are causing environmental injustice across US cities

Low-income people of color in the U.S. are exposed to 28% more nitrogen dioxide (NO_2) in the air they breathe compared to their wealthier white counterparts, a new study using satellite measurements reports.

www.ehn.org

https://www.edf.org/media/edf-report-air-pollution-warehouse-trucks-places-unequal-burden-communities-color-and-areas



https://envhealthcenters.usc.edu/wp-content/uploads/2016/11/Driving-Harm.pdf

Barbara and Jay Jesus -909-915-4320

LuAnn Green

RECEIVED
MAY 24 2024
City of Banning
City Clerk's Office

April 20, 2024

Mayor - Alberto Sanchez

Mayor Pro Tem. - Rick Minjares

Council Member – Sheri Flynn; David Happe; Collen Wallace

Topic – Banning Point Project

Before you make a decision a new Traffic and Safety Study is necessary. It should be conducted at various times of day. If one was performed it was conducted at the wrong time of day. Anyone that has driven on Highland Springs both North & South of the 10 freeway will tell you it is a congested mess at peak hours and on weekends. Adding even more 18 wheelers to the this area would be a dangerous nightmare. Someone should ask the Highway Patrol (located right on Highland Springs) for their input.

Please think this through. Thank you,

LuAnn M. Green

2445 Birdie Drive, Banning, Ca 92220

To: The Banning City Council BANNING POINT PROJECT

The residents of Sun Lakes Country Club chose to move into the community because it met the needs of these residents who were entering the latter stages of their life. The surrounding community offered a slower pace of life with adequate resources for their everyday needs. The air quality was good. The traffic was moderate. The neighbors were nice. The city was looking after the public health, safety, and welfare of its citizens and the community.

This approach to choosing where you live is likely not so different from how some members of the City Council choose the homes they live in. They want a safe, clean neighborhood with a quality school close to home for their children and not too far from work. We ask the Council: If your children's school is shut down or there was a factory constructed across the street from the school that produced constant fumes and noise surrounding the playground, would you consider re-locating to another neighborhood? As a person who is 30 to 50 years younger than most Sun Lakes residents, you have the option to re-locate.

We, in Sun Lakes, are not in our prime earning years and our options are limited due to health issues and reduced income. We ask the City Council to delay any vote on the Banning Point Project until after they take into consideration that Sun Lakes Country Club alone represents nearly 20 percent of Banning's total residential population, and this population is going to be negatively affected by the development of the Banning Point Project for the rest of their natural lives.

We ask the Banning City Council to also take into consideration that the City is still looking for land to develop low density and/or medium density housing. A small apartment complex built to house our own Banning seniors whose income would not allow them to purchase or rent homes in Sun Lakes would be a godsend to many. The City is also trying to encourage the re-opening of a new Department of Motor Vehicles building. With so many seniors within a two- or three-mile radius of this property, a medical facility providing medical specialists would be well supported. A facility like this would bring residents from many of the surrounding cities to take advantage of Banning's Specialist facility. Any of these options could be developed on the Banning Point 47 acres. Consider promoting and soliciting developers for these types of projects. Allow the current developer to re-locate to an area farther away from existing, mature developments designed to house seniors, and allow the current developer to negotiate with the owners of one of the many empty warehouses already collecting dust.

PRINT YOUR NAME	SIGN YOUR NAME	STREET ADDRESS	DATE
LUANN M. GREEN	Luann M Green	2445 BIRDIE DR	APRIL 20, 2024

L. GREEN
2445 BIRDIE DR
BANNING, CA. 92220

SN BERNARDINO CA 923
22 APR 2024 PM 4 L

ALBERTO SANCHEZ- COUNCIL
BANNING CITY HALL
99 E. RAMSEY ST.
BANNING, CA. 92220

92220-483799

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	JUAN SERRATO		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	
Support ☑ **Oppose** ☐			
Comments			

0001

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	JONATHAN DAILEY		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	
Support ☒ **Oppose** ☐			
Comments			

0002

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	ALEX ZAMORA		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	
Support ☒ **Oppose** ☐			
Comments			

0003

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	Virginia DeBry		
Contact Information *(if desired)*	(951) 312-5946		
Agenda Item No.	7.1	**Topic**	Resolution 2024-114
Support ☐ **Oppose** ☒			
Comments	I intend to voice my concern about this project and speak about how inappropriate it is that union builders are here to speak when they do not live in Banning		

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	John Swem		
Contact Information *(if desired)*	(951) 846-3088		
Agenda Item No.	07.1	**Topic**	Resolution 2024-114
Support ☐ **Oppose** ☑			
Comments			

0006

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	Bruce L. Brown		
Contact Information *(if desired)*	512 Sandpiper St., Banning, CA 92220		
Agenda Item No.	7.1	**Topic**	Banning Point Project
Support ☐ **Oppose** ☒			
Comments			

0007

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	MICHELE WAGER		
Contact Information *(if desired)*	4713 SKY VIEW 951 202-8009		
Agenda Item No.	7.1	**Topic**	BANNING POINT
Support ☐ **Oppose** ☒			
Comments			

0008

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	James Corrigan		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	Banning Pointe
Support ☐ **Oppose** ☒			
Comments			

0009

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	Al Sanchez		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	
Support ☑ **Oppose** ☐			
Comments			

0010

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	JOHN HAGEN		
Contact Information *(if desired)*	~~N/A~~		
Agenda Item No.	7.1	**Topic**	BANNING POINT
Support ☐ **Oppose** ☒			
Comments	WRITTEN STATEMENT.		

0012

no longer present

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	JANET HANSAN		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	Banning Point
Support ☐ **Oppose** ☐			
Comments			

0013

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	Virginia E Cervantes		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	Bus Topic Banning Pt.
Support ☐ Oppose ☐			
Comments			

0015

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	Nick Gumbleton		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	
Support ☒ **Oppose** ☐			
Comments			

0016

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	ANDREW MAYORGA		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	
Support ☒ **Oppose** ☐			
Comments			

0018 892

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	RALPH VELADOR		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	
Support ☒ Oppose ☐			
Comments			

0019

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name			
Contact Information *(if desired)*	Ismael Morales		
Agenda Item No.	2	**Topic**	Banning Point
Support ☐ **Oppose** ☒			
Comments			

0021

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	Ron Roy		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	BANNING POINT
Support ☐ **Oppose** ☒			
Comments			

0022

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	Jose Radillo		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	
Support ☒ **Oppose** ☐			
Comments			

0020

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	Jose Garcia		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	
Support ☒ **Oppose** ☐			
Comments			

0023

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	Mario Gamboa		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	
Support ☒ Oppose ☐			
Comments			

0025

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	STEVEN PARKER		
Contact Information *(if desired)*	7.1 SAN LORENZO VILLAGE		
Agenda Item No.	7.1	**Topic**	TRAFFIC & EMERGENCY ACCESS @ SUNSET A
Support ☐ **Oppose** ☐			
Comments	TRAFFIC CONTROL ON HIGHLAND SPRINGS & SAN LORENZO BLVD		

0026

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	Efrain Lopez - with LIUNA -		
Contact Information *(if desired)*			
Agenda Item No.	7.1	**Topic**	
Support ☑ **Oppose** ☐			
Comments			

0027

900

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	Jayson Baiz		
Contact Information *(if desired)*	626-636-1038		
Agenda Item No.	7.1	**Topic**	
Support ☒ **Oppose** ☐			
Comments			

0028

left @ 8:50 recess

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	Sandra Gottknecht		
Contact Information *(if desired)*	650-823-3901		
Agenda Item No.	7.1	**Topic**	Resolution 2024-114
Support ☐ **Oppose** ☒			
Comments			

0014

Withdrawn

CITY OF BANNING – Public Meeting Speaker Card

Public participation is encouraged at all meetings. The purpose of this card is to ensure that the speaker's name is properly recorded in the meeting minutes and to provide contact information for later staff follow-up, if appropriate. This document is a public record subject to disclosure under the Public Records Act.

Name	Diane Berlin		
Contact Information *(if desired)*	(818) 943-6457		
Agenda Item No.	7.1	**Topic**	Resolution 2024-114
Support ☐ **Oppose** ☑			
Comments			

0005

Banning Point Addendum / Consistency Checklist to the Sun Lakes Village North Specific Plan Amendment No. 5 Environmental Impact Report

Lead Agency:

City of Banning
Community Development Department
99 East Ramsey Street
Banning, California 92220

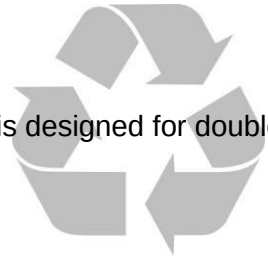
Applicant:

Sun Lakes Highland, LLC
473 E. Carnegie Drive, Suite 200
San Bernardino, California 92408

Prepared by:

MIG, Inc.
1650 Spruce Street, Suite 106
Riverside, California 92507

Original: November 2021
Updated: February 10, 2022



- This document is designed for double-sided printing -

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1 Introduction

1.1 – Introduction and Background

This Addendum / Consistency Checklist ("Addendum"), its appendices, and related supporting environmental documents have been prepared to determine whether and to what extent the City of Banning's ("City") Environmental Impact Report ("Program EIR" or "PEIR", Clearinghouse No. 2020029074) prepared for Amendment Number 5 (No. 5) to the Sun Lakes Village North Specific Plan ("SLVNSP") remains sufficient to address the potential impacts of the proposed Banning Point development ("Project" or "proposed Project"), or whether additional documentation (e.g., a subsequent EIR) is required under the California Environmental Quality Act ("CEQA") (Pub. Resources Code, Section 21000, et seq.).

The City approved Amendment No. 5 to the SLVNSP in December 2020, which updated SLVNSP's Land Use Plan from Retail Commercial (Auto Dealer) to Business Park & Warehouse (BW), Office & Professional (OP), and Retail & Service (RS). Amendment No. 5 revised the permitted land uses, development standards (including maximum building height, setbacks, open space, landscaping, parking, and signage), design guidelines for development, and administration and implementation provisions of the SLVNSP. The City is the Lead Agency for the SLVNSP under CEQA, and the City prepared the PEIR as the CEQA compliance document for SLVNSP Amendment No 5. The PEIR concluded that Amendment No. 5 had the potential to result in a net increase of building square footage in the SLVNSP planning area and found that certain air quality, greenhouse gas emissions, and traffic impacts of Amendment No. 5 would be significant and unavoidable even with mitigation and regulatory compliance. The PEIR was certified by the City Council on December 8, 2020 (Ordinance 1571 for Zone Change 20-3501).

1.2 – Proposed Project

The Project applicant proposes warehouse/office and retail commercial development within the SLVNSP area. The City, as the Lead Agency, must determine if the Project complies with the SLVNSP and its PEIR and what type of CEQA compliance document, if any, must be prepared. The proposed Project includes development of a 619,959 square foot warehouse and development of six commercial-retail buildings ranging in size from 1,600 square feet to 8,400 square feet (34,000 total square feet) along with associated utility, parking, roadway, and landscaping improvements. The location of the Project site is shown in Exhibit 1 (Specific Plan Location Map), and the SLVNSP area is shown in Exhibit 2 (SLVNSP Area Map).

1.3 – Addendum / Consistency Checklist Analysis

This Addendum has been prepared pursuant to Public Resources Code § 21166 and CEQA Guidelines §§ 15162, 15164, and 15168(c). This Addendum evaluates the Project's potential environmental effects in light of those effects previously disclosed in the PEIR to determine whether any of the conditions described in Guidelines § 15162 calling for subsequent CEQA review have occurred. The PEIR is available for review at the City's Planning Department, 99 East Ramsey Street, Banning, California 92220.

CEQA Guidelines § 15164(a) provides that the lead agency "*shall prepare an addendum* to a previously certified EIR if *some changes or additions are necessary* but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Subsection (c) further provides that an "addendum need not be circulated for public review but can be included in or attached to the final

EIR," and subsection (e) states that a "brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included" in the addendum, the agency's findings, or elsewhere in the administrative record.

CEQA Guidelines § 15168(c)(2) provides that "if the agency finds that pursuant to Section 15162, no subsequent EIR will be required, the agency can approve the activity as being within the scope of the project covered by the Program EIR" and that "[w]hether a later activity is within the scope of a Program EIR is a factual question that the lead agency determines based on substantial evidence in the record." Subsection (c)(4) further provides that "[w]here the later activities involve site-specific operations, the agency *should use a written checklist or similar device* to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the Program EIR."

Finally, CEQA Guidelines § 15162 (cross referenced by §§ 15164 and 15168) provides that

> (a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
>
> (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
>
> (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
>
> (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
>
> (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
>
> (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
>
> (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
>
> (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Per the above, this Addendum functions as both an "addendum" and a "written checklist," as called for in CEQA Guidelines §§ 15164(a) and 15168(c)(4). As such, this Addendum analyzes the Project's potential environmental effects in light of those effects disclosed in the PEIR consistent with CEQA Guidelines § 15162.

As detailed in this Addendum, no further CEQA review is required for the Project beyond the PEIR and this Addendum because (1) the Project will not have new or substantially more severe impacts than what was disclosed in the PEIR, (2) all applicable mitigation measures in the PEIR will be incorporated into the Project's approval, and (3) the Project will not require any new mitigation measures.

This Addendum and its supporting documents constitute substantial evidence supporting the conclusion that preparation of a supplemental or subsequent EIR or ND is not required prior to approval of the Project.

1.4 – Summary of Results

The analyses in Sections 4.1 through 4.21 of this Addendum conclude that the Project reflects minor changes to the project described in the certified PEIR (i.e., the SLVNSP). Table 1 (Banning Point Project v. SLVNSP - Consistency Analysis) evaluates the consistency of the Project with the development identified in the PEIR and also shows that the Project is equal to or less intense than what was planned.

Table 1
Banning Point Project v. SLVNSP – Consistency Analysis

	SLVNSP Designation		**Banning Point Project**		
Characteristic	**BW**	**RS**	**Warehouse**	**Retail**	**Consistent?**
Land Use	Business & Warehouse	Retail & Service	Warehouse	Retail and Restaurant Pads	Yes
Allowed Uses[1]	Warehouses	Retail and restaurants	Warehouse	Retail and Restaurants	Yes
Acres	30.22	6.83	30.22	6.83	Yes
FAR (maximum)	0.55	0.60	0.47	0.11	Yes
Allowed Area (SF)[2]	877,298	37,189	619,959	34,000	Yes
Landscaping Setback (feet)					
Sun Lakes Blvd.	NA	20	NA	20	Yes
North SP Boundary	10	NA	10	NA	Yes
West SP Boundary	10	10	10	10	Yes
Building Setback (feet)					
Sun Lakes Blvd.	NA	25	NA	+100	Yes
North SP Boundary	20	NA	+120	NA	Yes
West SP Boundary	20	10	50	+50	Yes
Other Guidelines					
Interior Lot Line	20	0	NA	NA	NA
Building Height[3] (feet, maximum)	55	35	47.5	20.5	Yes
Parking[4]	360	146	402	289	Yes
Landscaping	15.0% Zoning Code Chapter 17.32		16.2% Will be built per Code		Yes
Lighting	Zoning Code Sect 17.12.170		Will be built per Code		Yes
Walls and Fences[5]	Zoning Code Sect 17.24.080		Will be built per Code and SLVNSP		Yes
Signs	Zoning Code Chapter 17.36		Will be built per Code		Yes

Sources: Sun Lakes Village North Specific Plan Amendment No. 5, Tables 1 and 2 (11-4-20), PEIR (10-28-20), Banning Point Conceptual Plan dated 9-29-20, Revised Landscape Plan (8-4-21), and revised Project Plans (August 2021).

NOTES
BW Business & Warehouse District
FAR Floor Area Ratio (building area/site area)
NA Not Applicable
RS Retail & Service District
SF Square Feet
SLVNSP Sun Lakes Village North Specific Plan
SP Specific Plan

[1] SLVNSP Table 1, Allowable Land Uses
[2] SP numbers based on industrial park and commercial retail uses evaluated in PEIR
[3] Architectural projections and focal elements may exceed the height limit up to 25 percent.
[4] Per Zoning Code Chapter 17.28 based on building type and square footage
[5] Per Code except walls and fences may exceed the maximum height specified in the Banning Zoning Code to satisfy the screening requirements of the SLVNSP Design Guidelines.

There are no substantial changes resulting from the Project or the circumstances in which the Project will be undertaken that require major revisions of the PEIR. The Project does not require preparation of a subsequent or supplemental EIR due to either the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. As such, this Addendum analysis is the appropriate method of CEQA compliance for the Project.

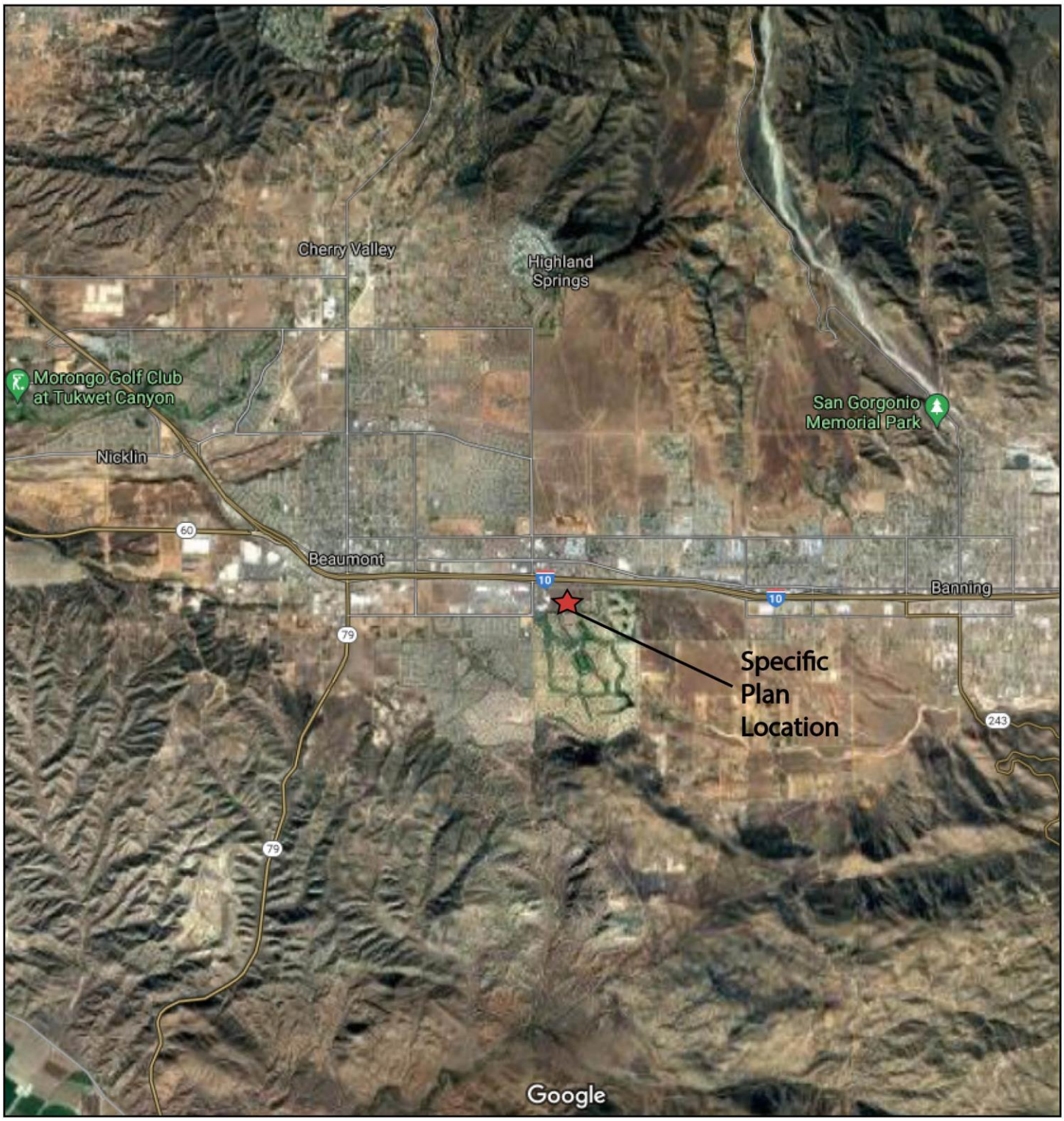

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Exhibit 2 Specific Plan Area Map

Banning Point LGE Design Build Project
Banning, California

http://www.migcom.com • 951-787-9222

MIG

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2 Project Description

2.1 – Project Title

Banning Point

2.2 – Lead Agency Name and Address

City of Banning
Community Development Department
99 East Ramsey Street
Banning, California 92220

2.3 – Contact Person and Phone Number

Adam Rush, Community Development Director
951-922-3131

2.4 – Sun Lakes Village North Specific Plan Area and Location

The SLVNSP area is located just north of Sun Lakes Boulevard and between Sun Lakes Village Drive and Silver Lake Avenue in the City of Banning, California (See Exhibit 1). The SLVNSP Area is approximately 47.11 acres and is divided into three districts: a 30.22-acre Business Park & Warehouse (BW) district in the northwest portion of the plan area, a 10.06-acre Office & Professional (OP) district in the northeast portion of the plan area, and a 6.83-acre Retail & Service (RS) district in the southwest portion of the plan area along Sun Lakes Boulevard (See Exhibit 2). The SLVNSP area is comprised of a single contiguous parcel.

- Latitude 33° 55’ 26.92” North, Longitude 116° 56’ 27.82” West
- APN: 419-140-057

2.5 – Sun Lakes Village North Specific Plan

The SLVNSP is a specific plan under state planning law and is one of several policy and regulatory tools used by the City to implement the City’s General Plan, which specifically incorporates the SLVNSP under a Specific Plan Overlay. The SLVNSP implements the General Plan through the establishment of more detailed policies, regulations, and actions specifically focused on the SLVNSP area. The SLVNSP generally provides for the use and focused development policies for properties within the 47.11-acre plan area. The Business & Warehouse District is the largest district under the SLVNSP at approximately 30.22 acres. It is located in the northwestern portion of the plan area, adjacent to the Sun Lakes Village Shopping Center, the Southern Pacific Railroad, and the Interstate-10 Freeway. The Office & Professional District is approximately 10.06 acres and is located in the east part of the plan area adjacent to an assisted living facility and residential units designed on smaller lots that are part of the Sun Lakes Country Club active adult/golf course community. The allowable land uses in this district are intended to be of a nature that limits impacts on the existing adjacent sensitive uses. The Office & Professional District also creates a buffer between its adjacent uses and development within the Business & Warehouse District. The Retail & Service District is the smallest district at approximately 6.83 acres. It is located on the southern edge of the plan area adjacent to Sun Lakes Boulevard. The land use objectives for this district are to provide convenient shopping and neighborhood-related

services to meet the daily needs of nearby residents, create high quality development adjacent to the Sun Lakes Boulevard frontage, and screen development within the Business & Warehouse District. The SLVNSP also provides for improvements to the circulation system, increased on-street parking, streetscape improvements, and enhanced development standards and design guidelines.

At the time the SLVNSP was prepared, there were no land use entitlements being sought. The following development assumptions for the SLVNSP planning area were assumed and analyzed in the PEIR:

- 877,298 square feet (sf) of Industrial Park
- 52,065 sf of Medical Office
- 37,189 sf of Retail Use

2.6 – General Plan Land Use Designation

Business Park with Specific Plan Overlay
General Commercial with Specific Plan Overlay

2.7 – Zoning District

Specific Plan:
Business & Warehouse District
Retail & Service District
Office & Professional District

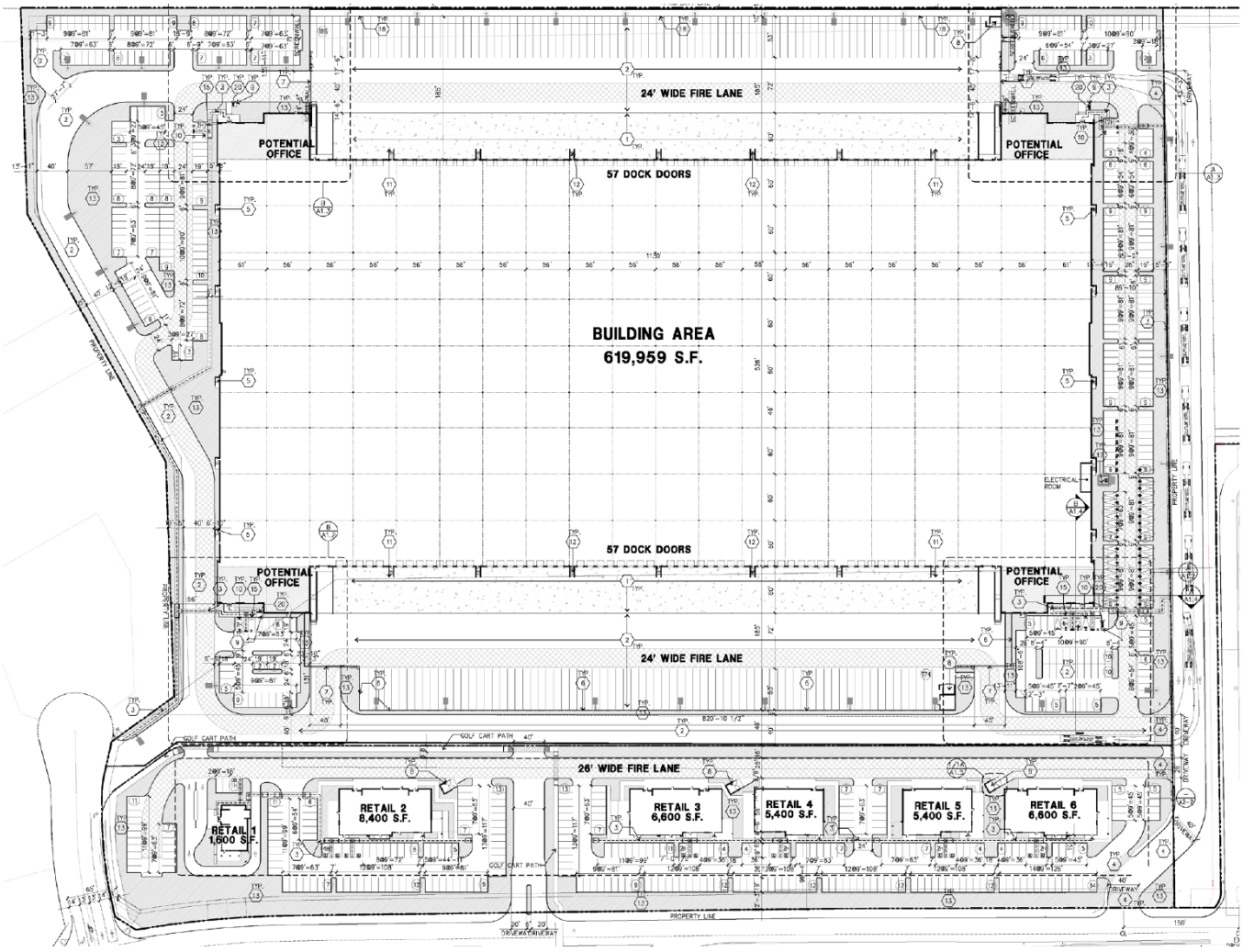
2.8 – Banning Point Project Description

Proposed Development Plan

The proposed Project includes construction of an approximately 619,959-square foot high-cube warehouse and development of six retail commercial buildings totaling approximately 34,000 square feet (See Exhibit 3, Site Plan). A Tentative Parcel Map, which would divide the site into three parcels, has been submitted as part of the Project application. Parcel 1, located on the southern part of the Project site, would accommodate six retail buildings. Parcel 2, located on the northern part of the site, would include the industrial warehouse building. Parcel 3, located on the eastern part of the site, is not proposed for development at this time, but an access road would be installed. The impacts associated with this access road are addressed in this Addendum. The following provides more details about each component of the Project site.

Industrial Warehouse. The industrial warehouse would be developed on the northern portion of the site that consists of 30.22 acres. The warehouse building would include approximately 619,959 square feet of high-cube warehouse space, with approximately 154,990 square feet dedicated to high-cube cold storage use (or 25% of floor area), a permitted use under the SLVNSP, and approximately 10,000 square feet dedicated to office uses; potential locations for office space are identified at the corners of the building. Approximately Fifty-seven (57) truck dock doors would be located along the northern side of the building and 57 dock doors would be located along the southern side. Parking spaces to accommodate trucks would be located in the vicinity of the truck dock doors. Car parking

Exhibit 3
Site Plan



PROJECT DATA

INDUSTRIAL SITE			RETAIL SITE		
SITE AREA			**SITE AREA**		
Total Site Area:	30.219215 s	1,316,349 s.f.	Area:	6.83 Acres	297,492 s.f.
BUILDING AREA			**BUILDING AREA**		
Office - 1st floor		10,000 s.f.	B1		1,600 s.f.
Office - 2nd floor		0 s.f.	B2		8,400 s.f.
Warehouse		609,959 s.f.	B3		6,600 s.f.
TOTAL		619,959 s.f.	B4		5,400 s.f.
COVERAGE		47.1%	B5		5,400 s.f.
AUTO PARKING REQUIRED			B6		6,600 s.f.
Office: 1/300 s.f.		40 stalls	TOTAL		34,000 s.f.
Whse: 1st 20K @ 1/1,000 s.f.		20 stalls	**COVERAGE**		11.4%
Whse: above 20K @ 1/2,000 s.f.		295 stalls	**AUTO PARKING REQUIRED**		
TOTAL		355 stalls	Drive thru 1stall per 100		16 stalls
AUTO PARKING PROVIDED			Retail 1stall per 250		130 stalls
Standard (9' x 19')		337 stalls			stalls
Standard ADA (1 EV parking included)		7 stalls	TOTAL		146 stalls
Van ADA (1 EV parking included)		4 stalls			
Standard EV Parking		34 stalls			
Clean Air		8 stalls			
TOTAL		390 stalls	**AUTO PARKING PROVIDED**		
TRAILER PARKING PROVIDED			Standard (9' x 19')		262 stalls
Trailer (12' x 53')		160 stalls	ADA		13 stalls
BIKE PARKING PROVIDED			TOTAL		275 stalls
Short term bike parking		9 stalls			
Long term bike parking		9 stalls			
TOTAL		18 stalls			
ZONING ORDINANCE FOR CITY			**ZONING ORDINANCE FOR CITY**		
Zoning Designation - Regional Industrial (IR)			Zoning Designation - Regional Industrial (IR)		
SETBACKS			**SETBACKS**		
Front - 25'			Front - 25'		
MAXIMUM BUILDING HEIGHT ALLOWED			**MAXIMUM BUILDING HEIGHT ALLOWED**		
Height - 150'			Height - 150'		
MAXIMUM FLOOR AREA RATIO			**MAXIMUM FLOOR AREA RATIO**		
FAR - .55			FAR - .55		

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would be generally located east and west of the building. The warehouse building would be single-story and approximately 47.5 feet tall. The northern portion of the site that would include the warehouse development would include approximately 112,998 square feet of landscaping, comprising approximately 16.23 percent of the site area. The warehouse development will provide approximately 391 standard parking stalls and 11 ADA accessible stalls (402 total stalls). The proposed industrial warehouse building would have a total of approximately 114 dock doors, 153 truck trailer parking stalls, 9 short term bicycle parking stalls, and 9 long-term bicycle parking stalls. Table 2 (Warehouse Specifications and Requirements) provides a summary of the warehouse specifications as well as relevant development provisions.

Although the industrial warehouse building is intended to be used as an industrial warehouse, an end user has not been identified at this time. However, the applicant requests approval of a 24 hours per day/7 days per week operational schedule to allow for flexibility for future tenants. This Addendum and accompanying technical appendices evaluate all Project impacts based upon the conservative, worst-case assumption that the Project will operate 24 hours per day/7 days per week.

Table 2
Warehouse Specifications and Requirements

Development Standards Industrial Warehouse Building	Development Standard	Proposed Warehouse[1]
Lot Size	10,000 SF	1,316,349 SF
Lot Width	70 feet	1,270 feet
Lot Depth	100 feet	876 feet
Building Height	55 feet	47'-6"
Building Setbacks: Front Side Rear	 20 feet 20 feet 20 feet	 185 feet 70 feet 185 feet
Building Coverage	55%	47%
Landscape Coverage	15% of lot minus building area	16.23%
Fence/Wall Height	8 feet	Fence – 8 feet Wall – 14 feet
Parking Requirements		
Office – 1 space per 300 s.f.	34	40
Warehouse Parking – 22 spaces plus 1 space per 2,000 s.f. over 20k s.f.	317	362

[1] NOTE: all numerical values are approximate

The industrial warehouse building would be constructed with concrete tilt-up walls with painted and scored accents. The design provides glazing and color variation along the length of the industrial warehouse building. The exterior elevations uses a combination of materials and colors. The warehouse building will use paint by Sherwin-Williams with colors *Extra White* with *Gray Screen, Software, and Cyberspace* with trims of *Heartthrob* between the gray panels. There are aluminum windows and door frames with tempered glazing in a blue reflective color that will be located on the wall panels, the building corners, and the four potential office areas. There are *Metal Canopies with Pure White* and *clear*

Anodized Mullions to accent the building. The proposed 14-foot concrete tilt-up walls will screen the truck yards and the colors will match the paint and color variations of the warehouse building.

Retail Buildings. The retail commercial building would be developed on the southern portion of the site that consists of 6.83 acres. The proposed retail commercial buildings range in size from approximately 1,400 square feet to 8,400 square feet. Building 1 will include a coffee or similar restaurant with a drive-thru and the remaining five buildings will be for retail and/or restaurant uses. The southern portion of the Project site would be developed with the retail commercial buildings and will include approximately 104,602 square feet of landscaping, comprising approximately 34.9 percent of the site area. The retail commercial development will provide approximately 276 standard parking stalls and 13 ADA accessible stalls (289 total stalls). Table 3 (Retail Buildings Specifications and Requirements) provides a summary the retail buildings specifications as well as relevant development provisions.

The main colors of the retail buildings will be Sherwin-Williams *Extra White* with accent colors of *White Brick, Warm Brick, and Metal Siding*. The storefront aluminum windows and door framing will use a blue reflective window glazing and is also located on the wall panels and the building corners. There are *Pure White Metal Canopies* with *clear Anodized Mullions* to provide distinction accents to the buildings.

Table 3
Retail Buildings Specifications and Requirements

Development Standards Retail and Restaurant Buildings	Required	Proposed Retail Buildings
Lot Size	6,000 s.f.	297,492 s.f.
Lot Width	60 feet	1,300 feet
Lot Depth	100 feet	200 feet
Building Height	35 feet	20’ – 6”
Building Setbacks: Front Side Rear	 0 feet 20 feet 20 feet	 100 feet 80 feet 30 feet
Building Coverage	55%	11.4%
Landscape Coverage	15% of lot minus parking area	34.9%
Fence/Wall Height	6 feet	N/A
Parking Requirements		
Drive Thru – 1 space per 100 s.f.	16	16
Retail – 1 space per 250 s.f.	130	273

[1] NOTE: all numerical values are approximate

Access and Circulation

The Project has one driveway on Sun Lakes Village Drive and two driveways on Sun Lakes Boulevard. All semi-truck access will be limited to the driveway on Sun Lakes Village Drive, and the two Sun Lakes Boulevard driveways will serve the commercial/retail portion of the Project.

The westerly Sun Lakes Boulevard driveway will be the main retail driveway, which will be signalized, allow full access, and be aligned with existing Country Club Drive. The easterly driveway on Sun Lakes Boulevard will be restricted to right-in/right-out access, which will be controlled by a raised median.

Onsite circulation will include a minimum 40-foot drive aisle around the perimeter of the business/warehouse building. A 26-foot wide emergency/fire access road will be provided on the north side of the commercial/retail portion.

Grading and Drainage

The Project's grading plan indicates the site will require approximately 120,663 cubic yards of cut and 120,663 cubic yards of fill, including over-excavation and shrinkage, so earthwork will be balanced onsite. The Project site is covered by the Master Drainage Plan for the City of Banning ("Drainage Plan"), prepared by the Riverside County Flood Control and Water Conservation District ("District") in 1975. The Project site currently drains south toward to Sun Lakes Boulevard. The portion of the site which drains to Sun Lakes Boulevard sheet flows to the existing storm drain system which then conveys the flows to Smith Creek to the east. The conceptual site plan for the Project (Exhibit 3) indicates a detention basin will be located in the southeast corner of the site which will provide long-term onsite and downstream flood protection. The basin will be designed to store runoff from rainfall events up to and including the 100-year, 3-hour duration event. Post development peak urban runoff discharge rates would not exceed pre-development peak urban runoff discharge rates (RPG 2021a, b).

Utilities

Existing utilities include a 12-inch potable water main and a 12-inch sewer main within Sun Lakes Boulevard. The Project site naturally flows to storm drains at the southwest and southeast corners of the site; stormwater is then conveyed to Smith Creek to the east or Potrero Creek to the west (RPG 2021b). Existing electricity, natural gas, and telecommunications utilities beneath Sun Lakes Boulevard will serve the Project via lateral connections.

Project Phasing and Construction Scheduling

The Project is planned in two phases over a period of 18-22 months. Phase 1 will consist of the industrial building with construction projected to begin in early 2022 and completed by the end of 2022. Phase 2 will consist of the retail buildings to start construction in early 2023 and be completed by late 2023.

2.9 – Surrounding Land Uses

The proposed Project is bounded on the north by railroad tracks, Interstate-10 (I-10), and commercial uses further north. Residential uses are located to the east, and commercial and industrial uses to the west. Sun Lakes Boulevard borders the site to the south, with residential uses further south. Surrounding uses are summarized in Table 4 (Surrounding Land Uses and General Plan and Zoning Designations) below and as shown in Exhibit 2.

Table 4
Surrounding Land Uses and General Plan and Zoning Designations

Direction	General Plan Designation	Zoning Designation	Existing Land Use
Project Site	Business Park with Specific Plan Overlay and General Commercial with Specific Plan Overlay	Specific Plan: Business & Warehouse, Office & Professional, and Retail & Service	Vacant Land
North	Public Facilities/ Rights-of-Way	N/A	Interstate-10 UPRR & SPR Railroads
South	Public Facilities/ Rights-of-Way Medium Density Residential	Sun Lakes Specific Plan	Sun Lakes Boulevard Single-Family Residences
East	Medium Density Residential High Density Residential Affordable Housing Opportunity	Sun Lakes Specific Plan	Senior Apartments Single-Family Residences
West	General Commercial (with Specific Plan Overlay)	Sun Lakes Specific Plan	Commercial Shopping Center

2.10 – Environmental Setting

The Project site is currently undeveloped but is surrounded on all sides by industrial, commercial, and residential development, as well as roadway and highway features. The site is comprised of mostly dirt and non-native weeds/ruderal vegetation that has little value as natural habitat, although there are a number of trees along the southern and southeastern boundaries of the site. The site is relatively flat and slopes slightly from northwest to southeast with an elevation ranging between approximately 2,565 feet above mean sea level (AMSL) at the northwest corner of the site to 2,545 feet AMSL on the southeast side of the site. There are no on-site water features indicative of potential riparian habitat or wetlands. The site is located just east of the Banning Pass and has views of Mt. San Gorgonio and the San Bernardino Mountains to the north and the San Jacinto mountains to the south. Air quality can be poor at times due to high winds and transport of air pollutants out of the Los Angeles Basin and the San Bernardino Valley to the west. The site was part of the Stewart Ranch, but no improvements from the ranch remain. Residential uses of the Sun Lakes Village community are located to the south (across Sun Lakes Boulevard) with a business park to the west and various residential neighborhoods to the east. Railroad tracks and the I-10 Freeway are located just north of the site and scattered residential uses are located further to the north across the freeway from the Project site.

2.11 – Required Approvals

The Project would require the following approvals:

- Design Review
- Tentative Parcel Map

2.12 – Other Public Agency Whose Approval is Required

- None

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3 Determination

3.1 – Environmental Categories Potentially Affected

The environmental categories checked below were identified in the SLVNSP PEIR as being a 'Potentially Significant Impact,' and the following sections of this Addendum will identify to what degree the proposed Project contributes to these previously identified significant impacts.

☐	Aesthetics	☐	Agriculture Resources	☑	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology /Soils	☑	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials
☐	Hydrology / Water Quality	☑	Land Use / Planning	☐	Mineral Resources
☐	Noise	☐	Population / Housing	☐	Public Services
☐	Recreation	☑	Transportation/Traffic	☐	Tribal Cultural Resources
☐	Utilities / Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

3.2 – Determination

☐	The Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	Although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	The Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	The Project MAY have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☑	The Project could have a significant effect on the environment, but all of its potentially significant effects (a) have been adequately analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION. As such, no further environmental documentation (e.g., a subsequent EIR) is required.

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4 Evaluation of Environmental Impacts

The purpose of this Addendum is to evaluate the environmental categories in terms of any changed conditions from the approved SLVNSP to the proposed Project (e.g., project changes, changed circumstances, or new information of substantial importance) that may produce a changed environmental result (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) pursuant to CEQA Guidelines §§ 15162, 15164, and 15168(c). As such, the Addendum's checklist analysis uses the standard environmental categories provided in Appendix G of the CEQA Guidelines but provides answer columns for evaluation consistent with the considerations listed in Guidelines § 15162(a).

Mitigation measures identified in the PEIR and applicable to the proposed Project are discussed under each environmental section and are listed in Section 5 – Applicable Mitigation Measures.

As discussed in the following sections, the proposed Project would not result in new significant environmental effects or a substantial increase in the severity of impacts previously identified by the PEIR.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES (COLUMNS)

Effect Not Examined in Program EIR?

Pursuant to CEQA Guidelines § 15168(c)(1), this column indicates whether the Project would have effects that were not previously examined by the PEIR, which new effects could necessitate subsequent CEQA review.

Conclusion in Program EIR?

This column summarizes the conclusion of the SLVNSP PEIR concerning the environmental issue listed under each topic.

Proposed Changes Involving New or More Severe Impacts?

Pursuant to CEQA Guidelines § 15162(a)(1), this column indicates whether any changes represented by the proposed Project will result in new significant environmental impacts not previously identified or mitigated by the PEIR or whether the changes will result in a substantial increase in the severity of a previously identified significant impact.

New Circumstances Involving New or More Severe Impacts?

Pursuant to CEQA Guidelines § 15162(a)(2), this column indicates whether there have been substantial changes with respect to the circumstances under which the Project will be undertaken that will require major revisions to the PEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

New Information Showing New or More Severe Impacts?

Pursuant to CEQA Guidelines § 15162(a)(3), this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the PEIR was certified, shows any of the following:

(A) The Project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous PEIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the Project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives that are considerably different from those analyzed in the previous PEIR would substantially reduce one or more significant effects on the environment, but the Project proponents decline to adopt the mitigation measure or alternative.

If the additional analysis completed as part of this environmental review were to find that the conclusions of the PEIR remain the same and no new significant impacts are identified, or identified impacts are not found to be substantially more severe, or additional mitigation is not necessary, then the question would be answered “No,” and no subsequent environmental review would be required.

DISCUSSION FOLLOWING CHECKLIST EVALUATION

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers regarding the proposed Project in relation to SLVNSP PEIR. The discussion provides information about the particular environmental issue, how the Project relates to the issue, and the status of any mitigation that may be required or that has already been implemented. Applicable mitigation measures from the PEIR that apply to the proposed Project are listed under each environmental category.

Conclusion

Each section ends with a summary of the conclusion of the preceding analysis.

4.1 – Aesthetics

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Have a substantial adverse effect on a scenic vista?	No	Less than Significant Impact	No	No	No
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	No	Less than Significant Impact	No	No	No
c) In non-urbanized area, 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?	No	Less than Significant Impact	No	No	No
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No	Less than Significant Impact	No	No	No

Proposed Project in relation to PEIR

(a) **Scenic Vistas.** The SLVNSP and surrounding areas contain no designated scenic vistas although San Gorgonio Mountain and the San Bernardino Mountains are visible to the north and northeast. The surrounding lands contain largely suburban scale developed land uses and neighborhoods. The SLVNSP PEIR determined the SLVNSP would have less than significant impacts and no mitigation was required. Since the proposed Project would be developed under the SLVNSP, it would have similar less-than-significant impacts to scenic vistas.

(b) **Visual Resources within a State Scenic Highway.** There are no roadways in the SLVNSP area that are designated or eligible for listing as a State Scenic Highway or locally designated scenic route. In addition, the SLVNSP area contains no visual resources or historic resources. Therefore, any development that implements the SLVNSP, such as the Project, would have no impacts on scenic resources.

(c) **Degrade Existing Visual Character.** The surrounding area is largely built out with industrial, office, commercial, and residential uses. In addition, there is undeveloped land in the Project vicinity that is designated for future development with similar uses. The PEIR concluded that the SLVNSP does not significantly change the existing development pattern and appearance of the surrounding area, although it would allow the area to develop with higher intensity of uses. The PEIR concluded that the SLVNSP would actually improve the visual quality and character of the area by adding an upgraded use to valuable undeveloped land along a major interstate. The SLVNSP implements development standards, design guidelines, and landscaping and streetscape requirements to enhance the visual quality of the planning area and surrounding area. With regard to building height, the SLVNSP does not change existing regulations. The PEIR determined impacts to be less than significant, and no mitigation was required.

The proposed Project would be developed consistent with the design and development requirements of the SLVNSP. Thus, the size and scale of the proposed buildings are consistent with the surrounding area. The overall appearance of new buildings within the Project would be consistent with the scale and size allowed under the SLVNSP. Therefore, the proposed Project would have less than significant impacts, and no mitigation is required.

(d) **Light and Glare.** The SLVNSP area and surrounding areas currently have high ambient levels of night lighting for private property security and street lighting. The PEIR found that although the level of development would increase through implementation of the SLVNSP, light and glare affecting residences and other light-sensitive uses was expected to be similar to current levels since City regulations regarding lighting would continue to apply. Therefore, the Project's light and glare impacts would be less than significant and no mitigation is required.

Conclusion. As analyzed in the PEIR, the proposed Project would comply with the City's night-time light regulation and would thus have less than significant impacts. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.2 – Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
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?	No	No Impact	No	No	No
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No	No Impact	No	No	No
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))?	No	No Impact	No	No	No

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
d) Result in loss of forest land or conversion of forest land to non-forest use?	No	No Impact	No	No	No
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?	No	No Impact	No	No	No

Proposed Project in relation to PEIR

(a) Designated Farmland. As described in the PEIR Initial Study, which is included in Appendix A of the PEIR**,** according to the Riverside County Parcel Report obtained from the *Map My County* website on January 17, 2020, the site is identified as Farmland of Local Importance and Urban-Built Up Land. As such, the site does not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the State Department of Conservation Farmland Mapping and Monitoring Program. The Project has no potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use and no impact would occur in this regard.

(b) Williamson Act. According to the Riverside County Parcel Report for the Project, the site is not under a Williamson Act Contract. The Project site is designated as Business Park (with Specific Plan Overlay) and General Commercial (with Specific Plan Overlay). There is no agricultural zoning or uses in close proximity to the Project site. Therefore, the Project would not conflict with existing zoning for agricultural use.

(c) Forest Zoning. The current General Plan land use designations are Business Park with Specific Plan Overlay and General Commercial with Specific Plan Overlay. The Specific Plan zoning designations are Business & Warehouse, Office & Professional, and Retail & Service. The Project site does not contain any forest lands, timberland, or timberland zoned as Timberland Production, nor are any forest lands or timberlands located on or nearby the Project site. Because no lands on the Project site are zoned for forestland or timberland, the Project has no potential to impact such zoning. No impact would occur.

(d) Loss of Forestland. The Project site and surrounding properties do not contain forest lands, are not zoned for forest lands, nor are they identified as containing forest resources by the General Plan. Because forest land is not present on the Project site or in the immediate vicinity of the Project site, the

Project has no potential to result in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.

(e) Conversion of Land. The Farmland Mapping and Monitoring Program classifies the Project site as Farmland of Local Importance. Farmland of Local Importance is either currently producing or has the capability of production; but does not meet the criteria of Prime, Statewide or Unique Farmland.

The site can be considered to be Fallow Agricultural Land. The description of this habitat and vegetation communities is based on the definitions found in MSHCP Section 2.1.3 and A Manual of California Vegetation: Second Edition (Sawyer et al. 2009). Fallow Agricultural Land includes fallow fields that have been recently disked, plowed, or are no longer used to produce crops and are slowly being encroached by non-native herbaceous plant species. In some cases, native annual wildflowers become established in fallow agricultural lands. As such, the Project site is not currently providing active agricultural land of use to the local economy.

In addition, the Project site has been planned for industrial, business park, and commercial uses by the General Plan since 1983 and this type of development has been anticipated for the Project site. Therefore, no unanticipated impact would occur.

Conclusion. There are no agricultural or forest related resources in or near the Project area that would be impacted. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Conflict with or obstruct implementation of the applicable air quality plan?	No	Significant Impact	No	No	No
b) 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?	No	Significant Impact	No	No	No
c) Expose sensitive receptors to substantial pollutant concentrations?	No	Less than Significant Impact	No	No	No
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No	Less than Significant Impact	No	No	No

Proposed Project in relation to PEIR

(a) Conflict with AQMP. The SLVNSP area is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and subject to the 2016 Air Quality Management Plan (AQMP). Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, a proposed project's consistency with the 2016 AQMP is assessed under two criteria:

- **Criterion 1**. Would the proposed project be consistent with the growth assumptions in the AQMP? Growth forecasts and associated assumptions are included in the 2016 AQMP, which are designed to achieve attainment for all criteria air pollutants within the Basin while still accommodating growth in the region. Projects that are consistent with the AQMP growth assumptions would not interfere with attainment of air quality standards because their growth is included in the projections used to formulate the AQMP.

- **Criterion 2**. Would the proposed project increase the frequency or severity of a violation of air quality standards or cause a new violation? This refers to violations of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). In developing its CEQA significance thresholds, SCAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable (page D-3, SCAQMD 2003).

The PEIR concluded that the SLVNSP was inconsistent with the 2016 AQMP under both of SCAQMD's criteria because the SLVNSP would result in exceedances of SCAQMD's daily pollutant emissions thresholds for volatile organic compounds (VOC) during construction and nitrogen dioxide (NOx) during construction and long-term operation, and this would occur even with implementation of the PEIR's mitigation measures AQ-1 through AQ-7.

The Project will include less square footage than what was approved in the SLVNSP. As discussed in Checklist Question 4.3(b) below and detailed in the Project's air quality report (Urban Crossroads, July 2021a, updated February 2022)(Appendix A), the Project will not exceed any of SCAQMD's daily pollutant emissions thresholds, either during construction or long-term operation. As such, the Project, unlike the SLVNSP project, will be consistent with the 2016 AQMP, and the Project impacts under this threshold will be less than significant.

(b) Cumulative Increase in Air Pollution. The South Coast Air Basin is in "non-attainment" status for several criteria pollutants. SCAQMD has developed regional and localized significance thresholds for regulated pollutants. Any project in the South Coast Air Basin with daily emissions that exceed any of the indicated regional or localized significance thresholds would be considered to contribute to a projected air quality violation.

A detailed air quality assessment was prepared for the PEIR, which evaluated the development of 877,298 square feet of industrial park use and 37,189 square feet of commercial retail use within the area bounded by the currently proposed Project. There were also medical office uses evaluated in the EIR, but this portion of the SLVNSP is east and outside of the proposed Project boundary.

As noted, a detailed air quality and greenhouse gas report (Urban Crossroads, July 2021a, updated February 2022)(Appendix A) has been prepared for the proposed Project, which analyzes 619,959 square feet of warehousing space and 34,000 square feet of retail and fast-food commercial uses. This air quality report assumed up to a quarter of the warehouse space would be used for cold storage and the rest for high-cube logistics warehousing. This report assumed the commercial space along Sun Lakes Boulevard would be similar to that examined in the PEIR with the addition of a drive-through coffee establishment.

Construction-Related Impacts

The PEIR assumed that construction of the SLVNSP would occur over a 15-month period once construction commenced and concluded that construction-related emissions impacts would be significant for VOC emissions even with mitigation. As a result, the PEIR concluded that the SLVNSP would result in significant unavoidable project construction-related impacts and cumulatively considerable impacts related to construction.

The Project is planned in two phases over a period of 18-22 months. Phase 1 will consist of the industrial building with construction projected to begin in early 2022 and completed by the end of 2022. Phase 2 will consist of the retail buildings to start construction in early 2023 and be completed by late 2023. Table 5 (Air Quality Impacts from Project Construction) shows the estimated "worst case" maximum daily emissions from Project construction compared to the SCAQMD thresholds. Table 5 demonstrates

that construction of the proposed Project would not exceed the established SCAQMD thresholds, so unlike the SLVNSP project, this impact is less than significant. Although no Project-specific mitigation is required, during construction, the Project will still implement PEIR Mitigation Measures AQ-1 regarding painting and AQ-2 regarding grading, as well as SCAQMD construction-related regulations, such as for dust control.

Table 5
Air Quality Impacts from Project Construction

Pollutant Characteristics	**Emissions (pounds/day)[1]**					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions	19.30	61.52	64.23	0.17	14.13	6.85
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds Thresholds?	No	No	No	No	No	No

Source: Table 3, UR 2021a
[1] Emission results rounded off from UR 2021 report

Long-Term Operation

The PEIR concluded that the long-term operational emissions impacts of the SLVNSP would be significant only for NOx as a result of vehicle traffic generation, even with the PEIR's mitigation measures AQ-3 through AQ-6. As a result, the PEIR concluded that the SLVNSP would result in significant unavoidable impacts and cumulatively considerable impacts related to long-term operation.

As detailed in the Project's air quality report, the Project's long-term operational emissions are anticipated to be less than significant for all SCAQMD thresholds. Table 6 (Air Quality Impacts from Project Operation) shows the estimated "worst case" maximum daily emissions from the Project's long-term operations compared to the SCAQMD thresholds. Table 6 also shows the air pollutant emissions estimated from the PEIR for the portion of the SLVNSP within the Project area.

Table 6
Air Quality Impacts from Project Operation

Total Maximum Daily Emissions	**Emissions (pounds/day)[1]**					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
PEIR Estimate (for Project area)	29.1	36.8	107.0	0.4	33.6	9.4
Proposed Project	28.6	49.1	161.9	0.5	48.9	13.7
SCAQMD Thresholds	55.0	55.0	550.0	150.0	150.0	55.0
Exceeds Thresholds?	No	No	No	No	No	No

Source: Tables 1 and 5, UR 2021a
[1] Emission results rounded off from UR 2021 report

Although no Project-specific mitigation is required, during operation, the Project will still implement EIR Mitigation Measures AQ-3 regarding electrical hookups at loading docks, AQ-4 regarding idling limits, AQ-5 requiring electric or natural gas "yard" equipment, and AQ-6 regarding electric vehicle charging stations.

It should also be noted that the Project will eventually have to comply with SCAQMD Rule 2305 regarding truck-related warehouse emissions. In May 2021, the SCAQMD adopted the Warehouse Indirect Source Rule which seeks to reduce nitrogen oxide and particulate matter emissions produced by light- and heavy-duty trucks and tractor-trailers (mainly diesel) traveling to and from warehouses by

regulating the owners and operators of warehouse facilities considered to be the "indirect source" of those emissions. Rule 2305 implements SCAQMD's Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and applies to owners and operators of existing and new warehouses within the South Coast Air Basin. Warehouse operators must earn a specific number of points (called WAIRE Points) through emissions-reducing activities or payment of mitigation fees to offset the number of truck trips to and from warehouses under their control. Warehouse operators incur their WAIRE Points obligations on a weighted basis, with, until 2026, larger obligations for larger warehouse facilities, and for warehouses hosting larger vehicles (e.g., tractors or tractor-trailers). Rule 2305 will be phased in over three years, applying to larger warehouses first. The Initial Compliance Period begins on January 1, 2022 for warehouses 250,000 square feet or more, on January 1, 2023 for warehouses 150,000 feet or more, and on January 1, 2024 for warehouses 100,000 square feet or more. Although it is likely that compliance with Rule 2305 will decrease the Project's emissions, in order to prepare a more conservative analysis, no reductions in emissions are assumed. While the PEIR concludes that the SLVNSP's construction and operational impacts are significant and unavoidable, the Project's impacts are not significant and thus less than the impacts specified in the PEIR.

Mitigation Measures

The PEIR recommended the following mitigation measures which will be implemented during grading, construction, and operation of the warehouse portion of the Project:

Grading/Construction

AQ-1 **Use Low VOC Paint.** To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing the development project shall be reviewed by the City of Banning's Building and Safety Division for compliance with this mitigation measure prior to issuance of a building permit.

AQ-2 **Grading Limitations.** During the City's review process for applications under the Specific Plan, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (NOx, CO, PM10, and PM2.5) associated with the maximum daily grading activities estimated for the proposed individual developments one acre or larger. If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, the maximum daily grading activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD's significance thresholds for those emissions. For implementing projects within the Specific Plan, the applicant shall be responsible for submitting a focused project level air quality assessment that includes the modeling of localized on-site emissions associated with daily grading activities anticipated for the proposed development.

Operation

AQ-3 **Electrical Hookups for Loading Docks.** Trucks accessing the Project site may have auxiliary power units (APU) and/or transport refrigeration units (TRUs). Therefore, electrical hookups shall be installed at all loading docks, and to reduce/replace APU use while trucks

are parked along the docks, to allow trucks with APU and/or TRUs with electric standby capabilities to plug in when TRUs are in use to reduce diesel fuel consumption and resulting NOx emissions. The City shall verify electrical hookups have been installed prior to occupancy.

AQ-4 **Idling Limits.** All facilities shall post signs informing users of requirements limiting idling to five minutes or less pursuant to Title 13 of the California Code of Regulations, Section 2485 in order to reduce diesel fuel consumption and resulting NOx emissions. No overnight/long-term parking will be allowed. The City shall verify signage has been installed prior to occupancy.

AQ-5 **Electric or Natural Gas Service Equipment.** Service equipment (i.e., yard hostlers and forklifts) used within the site shall be electric or compressed natural gas powered to reduce diesel fuel consumption and resulting NOx emissions.

AQ-6 **Electric Vehicle Charging Stations.** Prior to approval of implementing commercial plot plan(s) within the Project the City of Banning Planning Division shall ensure that the plot plan(s) include a minimum of three (3) electric-vehicle charging stations. The electric vehicle charging stations also shall be depicted on building plans for implementing development within Project site. Prior to issuance of occupancy permits for the proposed commercial land uses within the Project site, the City of Banning Building and Safety Department shall ensure that a minimum of three electric vehicle charging stations have been installed on-site.

In addition to these six measures, the PEIR recommended Mitigation Measure ("MM") AQ-7 that required the preparation of a "Health Risk Assessment (HRA) during the City's review process for any future development applications under the Specific Plan that proposes a warehouse or distribution project." AQ-7 required that the (warehouse) applicant "shall submit a Health Risk Assessment that is prepared pursuant to the *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* by the SCAQMD. If the modeling showed that emissions would exceed the SCAQMD's significance thresholds for those emissions, …performance-based measures shall be required in order reduce emissions to less than significant levels". Measure AQ-7 was to be completed as part of the City's review process. To comply with that measure, the air quality report for the Project includes an HRA, and the results are presented in Sub-Section (c) below. With implementation of Mitigation Measures AQ-1 through AQ-6 from the PEIR, the Project would not result in a cumulatively considerable net increase of any criteria pollutant, and no additional Project-specific mitigation is required. However, the PEIR concluded that air quality impacts would be significant, and thus would be cumulatively considerable, but the preceding analysis demonstrates that the air quality impacts of this Project will be less than significant with mitigation.

(c) Sensitive Receptors. The PEIR evaluated air quality impacts of the SLVNSP and determined that future warehousing could have significant impacts on nearby residential uses and their residents (referred to as "sensitive receptors"). EIR Mitigation Measure AQ-7 required preparation of a Health Risk Assessment (HRA) for any future warehouse uses to determine any specific impacts of an actual development proposal and to determine if mitigation would be required. Potential impacts may result from both construction and/or operation of warehousing. The first step in the analysis is to determine if the Project exceeds any of the Local Significance Thresholds (LSTs) established by the SCAQMD.

LSTs - Construction

Pursuant to MM AQ-2 of the PEIR, the following analysis is presented to determine if the proposed Project would be required to implement any limitations on grading activity to prevent localized air quality

impacts to nearby sensitive receptors. The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology*. The SCAQMD has established that air quality impacts are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs) which represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses. Table 7 (Local Significance Thresholds – Impacts from Project Construction) summarizes the Project's localized construction emissions compared to the applicable thresholds. Table 7 indicates emissions from Project construction will not exceed the SCAQMD's LSTs and are therefore less than significant. No mitigation beyond that outlined in the PEIR would be required (MM AQ-1 and AQ-2) for construction impacts.

Table 7
Local Significance Thresholds – Impacts from Project Construction

Total Maximum Daily Emissions	Emissions (pounds/day)[1]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Proposed Project	60.7	31.2	13.8	6.8
SCAQMD Thresholds	236.0	2,817.0	38.0	12.0
Exceeds Thresholds?	No	No	No	No

Source: Table 4, UR 2021a
[1] Emissions results rounded off from UR 2021 report

LSTs - Operation

Table 8 (Local Significance Thresholds – Impacts from Project Operation) summarizes the operational air quality localized emissions resulting from the Project. According to Table 8, the proposed Project's operational-related activity would not exceed the applicable regional significance thresholds, and a less than significant impact would occur, and no mitigation beyond that outlined in the PEIR would be required (MM AQ-3 through AQ-6) for operational impacts.

Table 8
Local Significance Thresholds – Impacts from Project Operation

Total Maximum Daily Emissions	Emissions (pounds/day)[1]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Proposed Project	6.1	6.9	1.9	0.6
SCAQMD Thresholds	236.0	2,817.0	10.0	3.0
Exceeds Thresholds?	No	No	No	No

Source: Table 6, UR 2021a
[1] Emission results rounded off from UR 2021 report

Health Risk Assessment

Pursuant to PEIR MM AQ-7, a diesel health risk assessment (HRA) has been prepared for the proposed warehouse project. This analysis evaluates the potential mobile source health risk impacts to receptors (i.e., local residents or workers) associated with the development of the Project. Health risk exposures were modeled in accordance with guidelines issued by the SCAQMD and the State Office of Environmental Health Hazards Assessment (OEHHA). The boundaries of the modeled source area are shown in Exhibit 4 (Modeled Source Area Map). To assess the potential for long-term operational impacts, the HRA identified the following five (5) receptor locations, as shown on Exhibit 5 (Sensitive

Receptor Locations), as representative of the closest sensitive receptors to the Project site for more detailed analysis. All distances were measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever was closer to the Project site.

R1 Location R1 represents the existing residence at 5778 Joshua Palmer Way, approximately 543 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R1 is placed at the building façade.

R2 Location R2 represents the residence at 301 Northwood Avenue, approximately 725 feet east of the Project site. Receptor R2 is placed at the private outdoor living area (backyard).

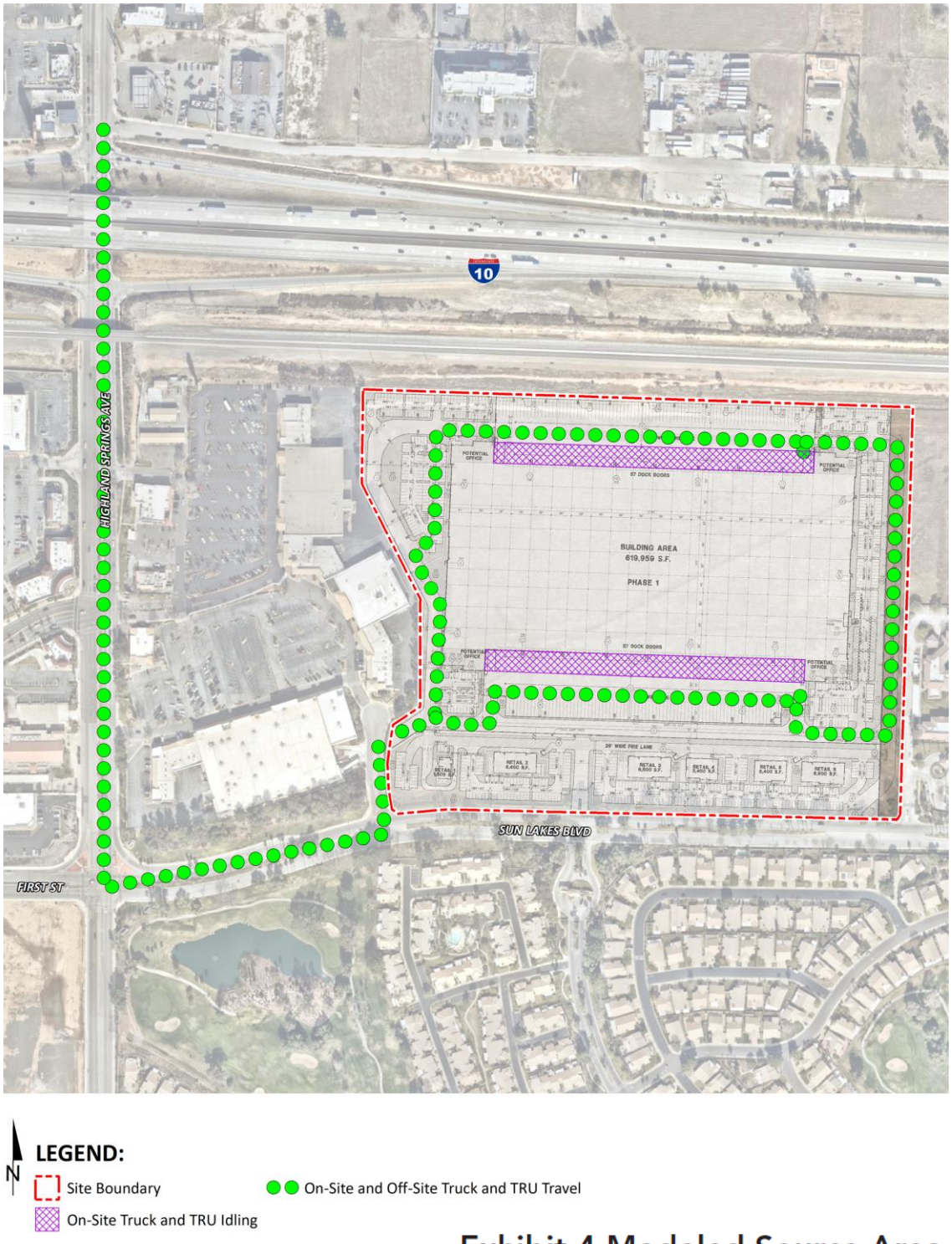
R3 Location R3 represents the existing Assisted Living and Memory Care at 5801 Sun Lakes Boulevard, approximately 110 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R3 is placed at the building façade.

R4 Location R4 represents the existing residence at 5831 Oakmont Drive, approximately 115 feet south of the Project site. Receptor R4 is placed at the private outdoor living area (backyard).

R5 Location R5 represents the existing residence at 6111 Wingfoot Avenue, approximately 134 feet south of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R5 is placed at the building façade.

The HRA evaluated potential health risk impacts that could result at the five closest sensitive receptor locations from exposure to Toxic Air Contaminants (TACs), including diesel particulate matter (DPM) generated by heavy-duty diesel trucks from on-site idling, on-site travel, and off-site travel. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk from Project-related emissions was estimated at 1.32 in one million, which is less than the SCAQMD significance threshold of 10 in one million. At these same locations, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable SCAQMD significance threshold of 1.0. Therefore, the Project will not cause a significant human health or cancer risk at any potentially affected receptors, and no specific HRA-related mitigation is required.

Exhibit 4
Modeled Source Area Map



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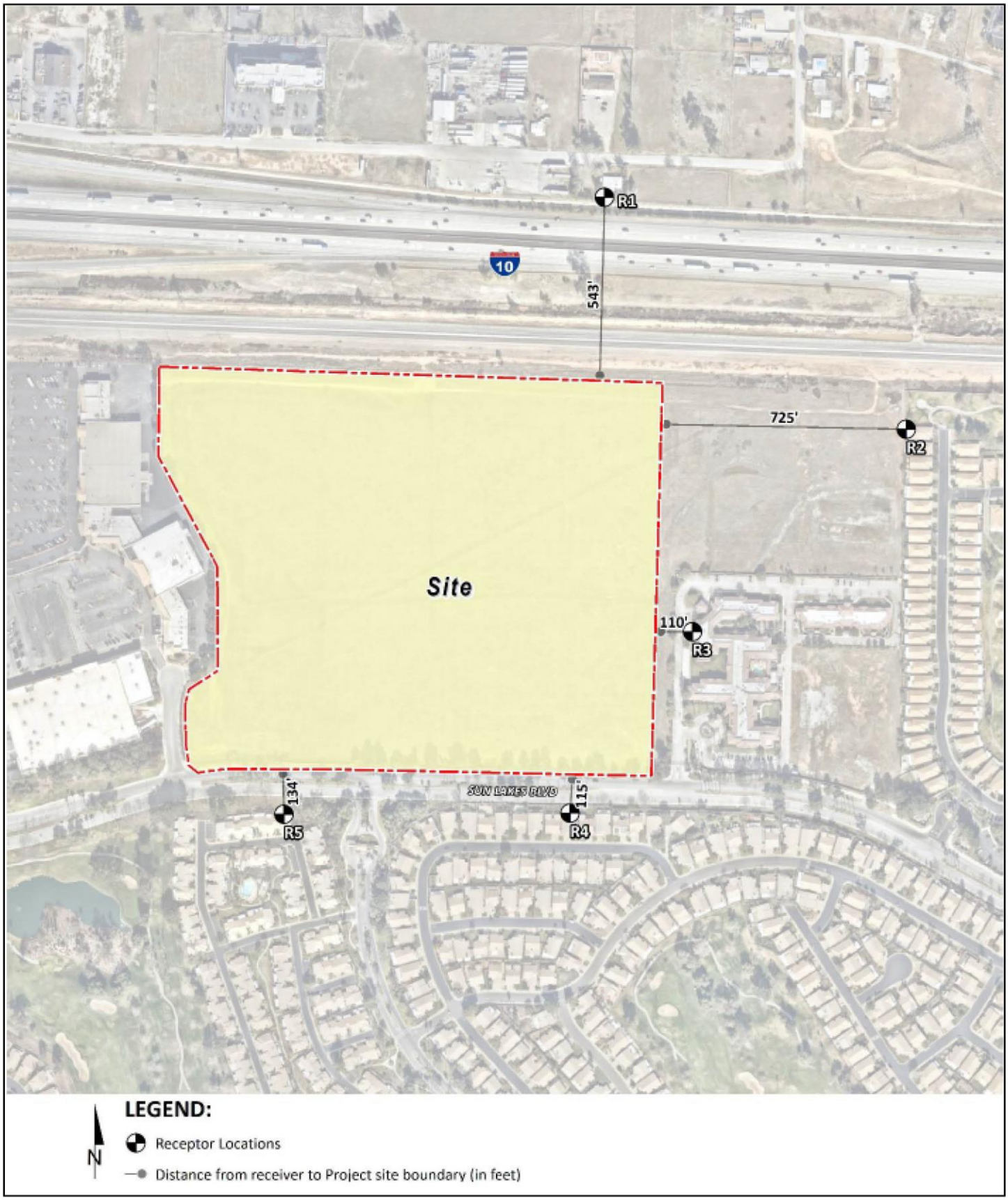


Source: Urban Crossroads

Exhibit 5 Sensitive Receptor Locations

Banning Point LGE Design Build Project
Banning, California

(d) Other Emissions. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding or any manufacturing uses that could create objectionable odors. The PEIR concluded that the SLVNSP would have a less than significant impact with respect to creating objectionable odors affecting a substantial number of people because it would not include any of these types of uses. Because the Project similarly does not include such uses, it would also have a less than significant impact, and no mitigation is required.

Conclusion. The PEIR indicated that development of the SLVNSP would result in significant air quality impacts in terms of AQMP consistency and cumulative air pollutant emissions exceeding established standards. However, the Project proposes approximately 30 percent less development on the site compared to that evaluated in the PEIR. The Project's Air Quality Assessment indicates the Project would not conflict with the AQMP and would not result in air pollutant emissions that would exceed or cause violations of established standards. A health risk assessment for the Project was also prepared per the PEIR's MM AQ-7. The Project will implement MMs AQ-1 through AQ-6 as recommended in the PEIR. In these ways, the Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.4 – Biological Resources

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
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?	No	Less than Significant with Mitigation	No	No	No
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	No	No Impact	No	No	No
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?	No	No Impact	No	No	No
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?	No	No Impact	No	No	No

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No	Less than Significant with Mitigation	No	No	No
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?	No	Less than Significant with Mitigation	No	No	No

Proposed Project in relation to PEIR

(a) Listed or Sensitive Species. As described in the PEIR, most of the site is non-native annual grassland, with a small patch of southern willow scrub at the southwest corner and a narrow strip of California buckwheat scrub along the northeastern site boundary. Ornamental trees line the southern and western boundaries and part of the eastern boundary. These trees are either on adjacent properties or along Sun Lakes Boulevard.

A total of 36 plant species were identified during the survey prepared as part of the P EIR. Of the 36 species, 19 (53 percent) are non-native. Additional annual plant species may occur but were not detected due to timing of the survey. No federal or state-listed plants or special status plants were observed. The site is not within U. S. Fish and Wildlife Service (USFWS) designated critical habitat for any listed plant species. Listed and special status plants known from the region are either absent, not expected to occur, or have low potential for occurrence onsite.

No special status plant species were identified during the PEIR's survey, but the survey was not conducted during the flowering season for most species. The site has long-term and ongoing anthropogenic disturbance and undisturbed natural habitat capable of supporting special status plants is not present. Most special status plants known from the region are either absent or not expected to occur onsite; a few have low potential for occurrence. No special status plants have moderate or high potential to occur onsite.

A total of 15 wildlife species (mostly birds) were detected during the PEIR's survey. No federal or state-listed endangered or threatened species were observed. The site is not within USFWS designated critical habitat for any listed wildlife species. No special status wildlife species were observed. Most listed or special status species are not expected to occur or have low potential for occurrence except as described below.

No burrowing owls, occupied burrows, or owl sign was observed during the PEIR's survey. However, because burrowing owls can occupy the site in the future, Mitigation Measure BIO-1 is required.

Mitigation Measures

BIO-1 **Pre-Construction Burrowing Owl Survey.** Within 30 calendar days prior to grading, a qualified biologist shall implement focused preconstruction surveys. Surveys shall be conducted by a CDVW-approved biologist prior to the initiation of ground disturbance (including but not limited to mobilization and staging, clearing, grubbing, vegetation removal, fence installation, demolition, and grading). In conformance with Burrowing Owl Survey instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (2006) and California Burrowing Owl Consortium's 1993 protocols (which are recommended by the CDFW), the surveys will consist of a minimum of three site visits. A brief biological technical report will be prepared and submitted to the City that describes the results of the preconstruction survey. The report shall be reviewed by the City prior to the issuance of a grading permit. If the preconstruction survey does not identify burrowing owls in the impact area, a grading permit may be issued without restriction. If it is determined that burrowing owls have colonized the project site prior to the initiation of construction, the project proponent shall immediately inform RCA, USFWS, and CDFW and will be required to prepare a Burrowing Owl Protection and Relocation Plan for approval by RCA, USFWS, and CDFW prior to initiation of ground disturbance. If burrowing owls are determined to be present in areas proposed for ground disturbance, the following avoidance measures will be implemented:

a. Occupied burrows shall not be disturbed during the nesting season (March 1 through August 31) unless a qualified biologist approved by CDFW verifies through noninvasive methods that either the birds have not begun egg laying and incubation or that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Owls on-site after March 1 will be assumed to be nesting unless evidence indicates otherwise. This nest protection buffer will be maintained until August 31 or based on monitoring evidence, until the young owls are foraging independently or the nest is no longer active.

Unless otherwise authorized by CDFW and/or the RCA, a 250-foot buffer, within which no activity will be permissible, will be maintained between project activities and nesting burrowing owls during the nesting season. This protected area will remain in effect until August 31 or based upon monitoring evidence, until the young owls are foraging independently. For burrowing owls present during the nonbreeding season (generally September 1 to January 31), a 150-foot buffer zone will be maintained around the occupied burrow(s).

b. If there is any possibility that owls will be injured or killed as a result of construction activities, the birds may be passively relocated during the nonbreeding season in coordination with the City, RCA, and CDFW. Relocation of owls will be performed by a qualified biologist using one-way doors, which should be installed in all burrows within the impact area and left in place for at least two nights. Immediately prior to the initiation of grading, these one-way doors will be removed and the burrows backfilled. To avoid the potential for owls evicted from a burrow to occupy other burrows in the impact area,

one- way doors will be placed in all potentially suitable burrows in the impact area when eviction occurs.

c. Preparation of a Burrowing Owl Protection and Relocation Plan may be required if active and/or passive relocation is necessary. The relocation plan will outline the basic process and provides options for avoidance and mitigation. The relocation plan will be approved by the RCA, USFWS, and CDFW prior to implementation.

There is suitable habitat for nesting birds on and adjacent to the site. Nesting birds may utilize trees and other vegetation, structures, idle vehicles/equipment, and open ground. Although no raptor nesting was observed during the period of time the PEIR's surveys were conducted, there is suitable habitat for nesting birds on and adjacent to the site that can be occupied in the future; therefore, Mitigation Measure BIO-2 is required.

BIO-2 **Nesting Bird Survey.** Prior to the issuance of a grading permit, the City of Banning Planning Department shall ensure vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through August 31), unless a migratory bird nesting survey is completed in accordance with the following requirements:

a) A migratory nesting bird survey of the Project's impact footprint shall be conducted by a qualified biologist within three business (3) days prior to initiating vegetation clearing or ground disturbance.

b) A copy of the migratory nesting bird survey results report shall be provided to the City of Banning Planning Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Planning Department with a copy of maps showing the location of all active nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones as determined by a qualified biologist, shall be subject to review and approval by the Planning Department. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Planning Department verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.

No federal or state-listed endangered or threatened wildlife species or special status wildlife species were observed during the PEIR's survey. Due to long-term and ongoing anthropogenic disturbance, undisturbed natural habitat capable of supporting most special status wildlife is generally lacking onsite. Most special status wildlife known from the region are either absent, not expected to occur, or have low potential for occurrence onsite, except as described below.

With implementation of Mitigation Measure BIO-1 and BIO-2, this potential impact would be considered less than significant.

(b) Riparian or Sensitive Habitat. As described in the PEIR, there is no vernal pool habitat onsite. Soil types mapped (and observed) onsite are not consistent with an alkali playa or vernal pool complex. Pools or depressions characteristic of vernal pool habitat were not observed onsite. No Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) species listed for protection associated with riparian/riverine areas or vernal pools were observed. No evidence of ponding was observed onsite. Tire ruts are present on an access road along the northern site

boundary, but the ruts were dry at the time of the survey and soils onsite are sandy to coarse sandy loam (i.e., well drained). Therefore, there will be no impacts to riparian or sensitive habitat.

(c) Wetlands. As described in the PEIR, there are no USGS mapped blue-line streams onsite. A shallow trench is present along the site's southern boundary (along Sun Lakes Boulevard) and trends from west to east. A double culvert is present at the southeast corner of the site. A small area of willow thicket is present in the southwest corner of the site in association with a trench. Another shallow trench is present within the central portion of the site and trends from west to east. No water or evidence of flow was observed in these trenches during the survey. The trenches appear to be remnants of past disturbance involving water quality or flood control measures and do not have connectivity with any natural waterway. There would be no impact to wetlands.

(d) Wildlife Movement. As described in the PEIR, wildlife movement activities usually fall into one of three movement categories: dispersal (e.g., juvenile animals dispersing from natal areas or individuals extending their range), seasonal migration, and movements related to home range activities (e.g., foraging for food or water, defending territories, or searching for mates, breeding areas, or cover). The site is surrounded by major roadways and residential developments and does not function as part of a wildlife corridor. There would be no impact to wildlife migratory corridors.

(e) Local Policies. According to the PEIR, the Project site contains a number of trees along the southern and southeastern boundaries of the site. The PEIR stated that tree removals are strongly discouraged and require replacement under City of Banning Municipal Code Section 17.32.060. It was also indicated it was unknown if these trees would be removed as part of future development. The EIR required that Mitigation Measure BIO-3 in the event the trees were removed.

The Project landscape plan does not show preservation of any existing trees onsite, nor does it indicate if any existing trees will be reused onsite. It does show that dozens of new trees (ten different species) will be planted in and around the proposed commercial buildings and the warehouse property. Assuming the development plan will remove the onsite trees, the Project will be required to implement EIR Mitigation Measure BIO-3.

Mitigation Measures

BIO-3 **Native Tree Removal.** Native trees to be impacted by development of projects pursuant to the Specific Plan shall be assessed by a certified arborist as to the viability and value of the trees to determine if mitigation and replacement are required. Removal of healthy, shade-providing, and aesthetically valuable trees shall be strongly discouraged and shall conform with the policies and programs of the City of Banning General Plan. A tree removal and replacement plan shall be required for the removal and replacement of all trees more than 50 years of age unless their removal is required to protect the public health and safety. Each identified tree removed shall be replaced with at least one 36-inch box specimen tree, in addition to any other required landscaping.

(f) Habitat Conservation Plans. As described in the PEIR, the Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP, a regional Habitat Conservation Plan was adopted on June 17, 2003. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to sensitive species. Based on the Habitat Assessment (Appendix D of the PEIR):

1) The site is not mapped within any MSHCP Criteria Cell or subunit.

2) The site is not mapped within an area where additional surveys are required for any Amphibian, Mammal, or other Criteria Area Species.

3) The project will not impact any Riparian/Riverine or Vernal Pool areas.

4) The site is not within or adjacent to any MSHCP Conservation Areas and therefore does not require mitigation measures pursuant Section 6.1.4 (pertaining to Urban/ Wildlands Interface) of the MSHCP, which presents guidelines to minimize indirect effects of Projects in proximity to the MSCHP Conservation Areas.

5) The site is mapped within a Burrowing Owl (BUOW) required habitat suitability assessment survey area. Therefore, to be thorough, a habitat suitability assessment for BUOW was conducted during site visit. The result of the assessment was that no BUOW habitat or BUOW sign was detected on site, and this species is currently considered absent from the Project area. However, because BUOW have been known to occupy disturbed sites, Mitigation Measure BIO-1 is required.

6) The site is mapped within a Narrow Endemic Plant Species required habitat suitability assessment survey area. Therefore, to be thorough, a habitat suitability assessment for the three listed Narrow Endemic Plant Species was conducted during site visit. Based on habitat requirements for specific species, availability and quality of habitats needed by the three Narrow Endemic Plant Species, it was determined that the Project site does not provide suitable habitat for Narrow Endemic Plant species San Diego ambrosia, Brand's phacelia, and San Miguel Savory.

With implementation of Mitigation Measures BIO-1 and BIO-2, potential impacts related to the MSHCP would be reduced to less than significant levels.

Conclusion. The Project site does not contain wetlands, riparian habitat, sensitive plants or animals, or other important biological resources. With implementation of Mitigation Measures BIO-1, BIO-2, and BIO-3, potential impacts to biological resources will be reduced to less than significant levels. In these ways, the Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.5 – Cultural Resources

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	No	No	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	No	No	No	No	No
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No	Less than Significant Impact	No	No	No

Proposed Project in relation to PEIR

(a) Historical Resources. The Project area lies within Stewart Ranch which was utilized for grazing, agricultural, and water control/conveyance purposes. This suggests that any buried historic artifacts and/or deposits that may be present would most likely reflect those activities (e.g., horse shoes, tacks, barbed wire, sparse occurrences of tin cans and glass bottles, other water conveyance/control features, etc.) and would most likely not be considered historically significant in and of themselves.

As described in the PEIR, the Project area was once part of Stewart Ranch, owned and operated by Reznor P. Stewart between 1883 and 1933 and by his daughters Laura May and Clara between 1933 and 1967. L&L, which prepared cultural resources reports for the PEIR, identified a linear resource (RPGX-1H) in the Project area consisting of an earthen bermed ditch constructed by a bulldozer sometime before 1953 and associated with water control/conveyance efforts instituted on the ranch along Potrero Creek and Smith Creek. RPGX-1H was evaluated and recommended not eligible for the CRHR and does not qualify as a historic resource under CEQA. Therefore, there would be no impact to a significant historic resource.

(b) Archaeological Resources. As described in the PEIR, the Project area appears to have low sensitivity for prehistoric archaeological resources, and it is unlikely that intact, subsurface prehistoric archaeological deposits would be uncovered during Project construction. Grading of the site would therefore have a low to moderate sensitivity in terms of revealing archaeological resources. Thus, there are no impacts and no mitigation measures are required based on the results of the cultural resources assessment. For additional information on tribal cultural resources, which can be related to archaeological resources, see impacts and mitigation discussed in Section 4.17, Tribal Cultural Resources.

(c) Human Remains. As described in the PEIR, the Project site does not contain a cemetery, and no known formal cemeteries are located within the immediate site vicinity. If human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq. If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Compliance with established health and safety regulations will reduce potential impacts to less than significant levels and no mitigation is required.

Conclusion. There are no historic resources on the Project site, and the Project area appears to have low sensitivity for prehistoric archaeological resources. Additionally, compliance with established health and safety regulations will reduce potential human remains impacts to less than significant levels. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

NOTE. As a result of Native American Consultation (NAC) under SB 18, the PEIR did include mitigation for unanticipated discovery of cultural resources as outlined in this document under Section 4.17, Tribal Cultural Resources. No additional NAC is required for this consistency analysis.

4.6 – Energy

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No	Less than Significant Impact	No	No	No
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency??	No	Less than Significant Impact	No	No	No

Proposed Project in relation to PEIR

(a) Energy Consumption. As described in the PEIR, construction of the development anticipated in the SLVNSP would result in short-term energy demand from construction equipment and from worker and vendor vehicle trips to and from the Project site. There is no aspect of the proposed short-term construction process that would result in the inefficient, wasteful, and unnecessary consumption of energy because all construction equipment operating on the Project would be required to meet applicable regulatory requirements for fuel efficiency.

Energy demand would result from delivery, employee, and visitor vehicle/truck trips to and from the Project site. Energy that would be consumed by Project-generated traffic is a function of total vehicle miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site.

Operational use of energy would include heating, cooling, and ventilation of buildings; operation of electrical systems, security functions, use of on-site equipment and appliances; and indoor, outdoor, perimeter, and parking lot lighting. As shown in Table 4.5-5 of the PEIR, the development of the SLVNSP would create a net increase in electricity demand of approximately 1,679,221 kWh per year. This net increase is well within SCE's systemwide net increase in electricity supplies of approximately 15,273 GWh annually over the 2012-2024 period. The proposed Project is a part of the planned development under the SLVNSP and proposes less development than evaluated within the PEIR. Therefore, there are sufficient planned electricity supplies in the region for the estimated net increase in electricity demands, and buildout under the proposed Project would not require expanded electricity supplies.

As shown in Table 4.5-5 of the PEIR, the Project would generate a net increase in natural gas demand of approximately 248,201 KBTU/yr. This net increase is well within the Southern California Gas Company's systemwide natural gas supplies of approximately 923 million therms during the 2017 period. The proposed Project is a part of the planned development under the SLVNSP and proposes less development than evaluated within the PEIR. Therefore, there are sufficient planned natural gas supplies in the region for the estimated net increase in natural gas demands, and buildout under the proposed Project would not require expanded natural gas supplies.

It should be noted that the SLVNSP and its PEIR evaluated a warehouse with 877,298 square feet (sq. ft.) and retail uses with 37,189 sq. ft. while the current proposed Project has only 619,959 sq. ft. of warehousing and 34,000 sq. ft. of retail uses. This means the proposed Project is approximately 30 percent smaller or less intense than the development evaluated in the PEIR, so overall energy use of the Project would be proportionally less than that estimated in the PEIR.

Additionally, the Project would be required to include verification demonstrating compliance with the applicable Building and Energy Efficiency Standards and are required to be reviewed. The Project would also be required to adhere to the provisions of CALGreen, which established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.

Even though the Project would increase the consumption of electricity and natural gas resources, the Project would not increase demand such that SoCalGas and SCE would need to plan for new regional electricity or natural gas facilities, the construction of which could cause significant environmental effects; this potential impact would be considered less than significant.

(b) Conflict with Local Plan. The PEIR demonstrated that the SLVNSP's development, including that proposed on the Project site, was consistent with the CARB Scoping Plan for minimizing GHG emissions on a regional basis. The Project will be required to show verification demonstrating compliance with applicable Building and Energy Efficiency Standards and is also required to be reviewed prior to approval of building permits. The City was a participant in the Sub-Regional Climate Action Plan for the Western Riverside Council of Governments (WRCOG) which has energy conservation strategies and has its own municipally owned utilities. The Project would also be required to adhere to the provisions of CALGreen, which established planning and design standards for sustainable site development, energy efficiency, water conservation, material conservation, and internal air contaminants. Therefore, the Project is consistent with GHG management plans, and impacts are less than significant.

Conclusion. The Project would not result in a wasteful use of energy or conflict with energy plans. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.7 – Geology and Soils

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	No	Less than Significant Impact	No	No	No
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.	No	Less than Significant Impact	No	No	No
ii) Strong seismic ground shaking?	No	Less than Significant Impact	No	No	No
iii) Seismic-related ground failure, including liquefaction?	No	Less than Significant Impact	No	No	No
iv) Landslides?	No	Less than Significant Impact	No	No	No
b) Result in substantial soil erosion or the loss of topsoil?	No	Less than Significant Impact	No	No	No
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?	No	Less than Significant Impact	No	No	No

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial direct or indirect risks to life or property?	No	Less than Significant Impact	No	No	No
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No	Less than Significant Impact	No	No	No
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No	Less than Significant with Mitigation	No	No	No

Proposed Project in relation to PEIR

(a) Faults and Seismic Shaking. As described in the PEIR's Initial Study, the Project site is not located within an Alquist-Priolo (AP) Earthquake Fault Zone, and no known faults underlie the site. The Riverside County Parcel Report for the site indicates that the site has a "low" potential for liquefaction. The Project site is relatively flat and there are no slopes on the site that are subject to a landslide. The Project site is located in a seismically active area of Southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. Detailed design-level geotechnical studies and building plans pursuant to the California Building Standards Code are required prior to approval of construction.

As a mandatory condition of Project approval, the Project would be required to construct the proposed structures in accordance with the California Building Code (CBC). Detailed design-level geotechnical studies and building plans pursuant to the California Building Standards Code are required prior to approval of construction. The City's Building and Safety Department would review the building plans through building plan checks, issuance of a building permit, and inspection of the building during construction, which would ensure that all required CBC seismic safety measures are incorporated into the building. Compliance with the CBC as verified by the City's review process, would reduce impacts related to strong seismic ground shaking to less than significant levels.

(b) Erosion. As described in the PEIR's Initial Study, the Project site has been historically graded and is regularly grubbed/disced, and the loss of topsoil is not a significant impact. Soils in the Project area are particularly prone to erosion during the grading phase, especially during heavy rains. Reduction of the erosion potential can be accomplished through implementation of a Storm Water Pollution Prevention Plan (SWPPP), which specifies Best Management Practices for temporary erosion controls. Such measures typically include temporary catch basins and/or sandbagging to control runoff and contain sediment transport within the Project site. The SWPPP is required for plan check and approval by the City's Building and Safety Department, prior to provision of permits for the Project, and would include construction BMPs. With adherence to existing regulations, this potential impact would be considered less than significant.

(c) Unstable Geologic Unit. As described in the PEIR's Initial Study, the Project site is relatively flat, and there are no slopes on the site that are susceptible to a landslide. Lateral spread or flow are terms referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement, like water. The Project site is relatively flat and there are no slopes on the site that are susceptible to lateral spreading. The Riverside County Parcel Report for the site indicates that the site is "susceptible" to subsidence. Soils in the Project area have been mapped as consisting primarily of well-drained, sandy loams of the Ramona sandy loam series. Sandy loams are not expansive and compact well for construction. The Riverside County Parcel Report for the site indicates that the site has a "low" potential for liquefaction. Sandy loams have a low potential for collapse and there are no mining activities occurring on or near the Project site.

Detailed design-level geotechnical studies and building plans pursuant to the California Building Standards Code are required prior to approval of construction. Compliance with the recommendations of a site specific geotechnical study for soils conditions is a standard practice and would be required by the City Building and Safety Department. Therefore, compliance with the requirements of the California Building Standards Code as identified in a site specific geotechnical design would be reviewed by the City for appropriate inclusion, as part of the building plan check and development review process, would reduce potential for the above described seismic issues to a less than significant level.

(d) Expansive Soils. As described in the PEIR's Initial Study, the Project site is generally underlain by Ramona sandy loam soil which is generally not considered to be expansive. In addition, detailed design-level geotechnical studies and building plans pursuant to the California Building Standards Code are required prior to approval of construction.

(e) Septic Systems. The Project does not include the use of septic tanks or alternative waste water disposal systems.

(f) Paleontological Resources. As described in the PEIR, the Project has a possibility of encountering paleontological resources underlying the Pleistocene deposits located on the site during grading activities. Implementation of Mitigation Measure GEO-1 will ensure impacts to paleontological resources are less than significant with mitigation incorporated.

Mitigation Measures

GEO-1 **Paleontological Resource Impact Mitigation Program.** Prior to the issuance of a grading permit, the Project Proponent shall prepare a paleontological resource impact mitigation program (PRIMP) for the grading and excavation phase of the Project, including both on- and off -site activities. The PRIMP shall be submitted for review and approval to the City of Banning Community Development Department and shall conform to the guidelines of the Society of Vertebrate Paleontology; including the following:

a) A trained paleontological monitor shall be present during initial mass grading or deep trenching activities within the Project in sediment areas determined likely to contain paleontological resources. If paleontological resources are located within excavation, the monitoring program will change to full-time. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. The monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples shall be collected and processed to recover microvertebrate fossils. Processing shall include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains. Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted in accordance with modern paleontological techniques. All fossils collected during the Project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens. A report documenting the results of the monitoring and salvage activities and the significance of the fossils will be prepared. All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage. All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage.

Unique Geologic Features. As described in the PEIR, the Project site is relatively flat and the subsurface material encountered at the site consists of disturbed topsoil and native soils. The upper native soils consist of Ramona sandy loam and this type of soil feature is not considered “unique.” Based on the analysis above, the Project would not directly or indirectly destroy a unique geologic feature.

Conclusion. The proposed Project would either have no impacts or less than significant impacts related to geologic and soil constraints with implementation of standard grading, dust control, and erosion control measures and adhering to existing regulatory compliance. There are no unique geologic features at the Project site, and implementation of Mitigation Measure GEO-1 will ensure that potential impacts to paleontological resources would be less than significant. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.8 – Greenhouse Gas Emissions

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	No	Significant Impact	No	No	No
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No	Less than Significant with Mitigation	No	No	No

Proposed Project in relation to PEIR

(a) Greenhouse Gas Emissions. A detailed assessment of Greenhouse Gas (GHG) emissions was prepared for the PEIR, which studied the development of 877,298 square feet of industrial park use and 37,189 square feet of commercial retail and fast food restaurant uses within the area bounded by the currently proposed Project. There were also medical office uses evaluated in the PEIR, but this portion of the SLVNSP is east and outside of the proposed Project boundary. The PEIR determined that buildout of the SLVNSP would result in total emissions from construction and long-term operation of 11,966.30 MTCO2e, which exceeds the SCAQMD Tier 3 screening thresholds for both a project-specific and cumulative impact. The PEIR concluded that the SLVNSP's GHG impacts would be significant even with implementation of Mitigation Measures GHG-1 through GHG-6.

A detailed GHG assessment (GHGA) was prepared for the proposed Project, which assumed 619,959 square feet of warehousing space and 34,000 square feet of retail and fast-food commercial uses (Urban Crossroads, July 2021a, updated February 2022)(Appendix A). The GHGA assumed that up to a quarter of the warehouse space would be dedicated to cold storage and the rest for high-cube logistics warehousing. The GHGA assumed the commercial space along Sun Lakes Boulevard would be similar to that examined in the PEIR with the addition of a drive-through coffee establishment.

Construction and operational GHG emissions associated with the proposed Project are summarized in Table 9. As shown, the proposed Project's GHG emissions would exceed the applicable significance thresholds consistent with the finding identified in the PEIR. The Project's GHG emissions would also slightly exceed what was anticipated in the PEIR, but this is not considered a new or substantially more severe impact than what was disclosed in the PEIR. The Project's increase is only approximately 7%, which would not itself exceed the applicable significance threshold. This slight increase is considered a de minimis increase in the context of GHG as a global, rather than a national, statewide, regional, or local impact; globally it is estimated that the world emits approximately 50 billion tons of GHG emissions

annually. The proposed Project would also have to implement Mitigation Measures GHG-1 through GHG-6 prior to and during Project construction.

Table 9: Project GHG Emissions	
Emission Source	**Emissions (MT/yr CO2e)[1]**
PEIR Estimate (for Project area)	8,190.5
Project's Total Annual Emissions (Amortized Construction + Operations)	8,795.4
SCAQMD Interim Threshold	3,000
Exceeds Threshold?	**Yes**

Source: Table 7, UC 2021a

[1] Metric Tons Per Year of Carbon Dioxide equivalents

Mitigation Measures

The PEIR recommended the following mitigation measures, which will be implemented prior to and during construction of the Project:

GHG-1 **GHG Reduction Documentation.** Prior to the issuance of a building permit, documentation that the following GHG reduction measures shall be implemented by future development projects is required. Documentation may consist of a letter stating how the project will comply and identify the verification mechanism for each measure required below (e.g. shown on building plans1``1, landscaping plans, etc.) The project shall devise a comprehensive water conservation strategy to reduce water use during project operation. The strategy will include the following:

1) Install drought-tolerant plants for landscaping.

2) Install water-efficient irrigation systems, such as weather-based and soil-moisture- based irrigation controllers and sensors, for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance.

3) Ensure that all landscape and irrigation measures follow the City of Banning's Landscaping and Water Conservation requirements.

GHG-2 **Building Design.** The project will design building shells, building components, such as windows, roof systems and electrical systems to meet 2016 Title 24 Standards (or applicable requirements in effect at the time a building permit is applied for).

GHG-3 **LEED Features.** Buildings will be designed to provide CALGreen Standards with Leadership in Energy and Environmental Design (LEED) features for potential certification and will employ energy and water conservation measures in accordance with such standards. This includes design considerations related to the building envelope, HVAC, lighting, and power systems. Additionally, the architectural expression such as roofs and windows in the buildings will relate to conserving energy.

GHG-4 **Energy Efficient Lighting.** Prior to the issuance of a building permit, building plans shall require that high-efficiency lighting (such as LED lighting that is 34 percent more efficient than fluorescent lighting) be installed within buildings on-site.

GHG-5 **Efficient Building Materials/Equipment.** The project will utilize building materials/methods and heating equipment that are efficient and reduce emissions that may include, but not limited to, high-efficiency heat pumps; thin insulating materials; windows and building

surfaces with tunable optical properties; high efficiency lighting devices; improved software for optimizing building design and operation; low cost, easy to install, energy harvesting sensors and controls; interoperable building communication systems; and optimized control strategies.

GHG-6 **Reduce Indoor Water Demand.** Prior to the issuance of a building permit, building plans shall require that all faucets, toilets, and showers installed in the proposed structures utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards.

(b) Conflict with applicable plans. The PEIR determined that, until the City formally adopts a climate action plan, local development is not required to be consistent on a project-by-project evaluation of GHG emissions identified in the Western Riverside Council of Governments Subregional Climate Action Plan, so the SLVNSP was evaluated relative to the goals of AB 32, SB 32, the City's adopted General Plan policies that pertain to GHG emissions, and the Southern California Association of Governments' *2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy* (2016 RTP/SCS or Plan). The PEIR found the SLVNSP to be consistent with or not in conflict with applicable requirements of those plans (SLVNSP Draft PEIR, pp. 4.7-12 to 4.7-15).

The City still has not adopted a climate action plan, and the proposed Project will be required to show verification demonstrating compliance with the same standards applied to the SLVNSP, including the Building and Energy Efficiency Standards and will also be required to be reviewed prior to approval of building permits. The City was a participant in the Sub-Regional Climate Action Plan for the Western Riverside Council of Governments (WRCOG), which has energy conservation strategies and has its own municipally owned utilities. The Project would also be required to adhere to the provisions of CALGreen, which established planning and design standards for sustainable site development, energy efficiency, water conservation, and material conservation, all of which will contribute to reduced GHG emissions from the Project. Finally, the Project will be required to implement Mitigation Measures GHG-1 through GHG-6 which are consistent with regional and state plans to reduce GHG emissions in California. Therefore, because the Project is consistent with the SLVNSP, the Project is similarly consistent and would not conflict with all applicable GHG plans. As such, the Project's impact under this threshold is less than significant.

Conclusion. The PEIR determined that the entire SLVNSP would result in significant GHG emissions, including the planned development of the Project site for industrial and commercial uses. The proposed Project is anticipated to generate slightly higher emissions than what was disclosed in the PEIR, even after implementation of the mitigation identified in the PEIR. However, the Project's slight increase in emissions is not considered to result in a new or substantially more severe impact than what was disclosed by the PEIR. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.9 – Hazards and Hazardous Materials

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No	Less than Significant Impact	No	No	No
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?	No	Less than Significant Impact	No	No	No
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No	Less than Significant Impact	No	No	No
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?	No	No Impact	No	No	No

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
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?	No	No Impact	No	No	No
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No	Less than Significant Impact	No	No	No
h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No	No Impact	No	No	No

Proposed Project in relation to PEIR

(a) and (b). Hazardous Materials. As described in the PEIR Initial Study, heavy equipment that would be used during construction of the Project would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. The potential for accidental releases and spills of hazardous materials during construction is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with future development that would be a reasonable consequence of the development of the Project than would occur on any other similar construction site. Construction contractors are required to comply with all applicable federal, state, and local laws and regulations regarding hazardous

materials, including but not limited requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Regional Water Quality Control Board.

The Project is proposed as a speculative project and no actual tenants have been identified at this time. Any business that operates any of the facilities at the Project site and that handles and/or stores substantial quantities of hazardous materials (§ 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would be required to prepare and submit a Hazardous Materials Business Emergency Plan (HMBEP) to the Riverside County Department of Environmental Health (RCDEH) in order to register the business as a hazardous materials handler. Such a business is also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which require immediate reporting to Riverside County Fire Department and State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. Potential hazardous materials impacts associated with long-term operation of the Project is not expected to pose a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials, nor would the Project increase the potential for accident operations which could result in the release of hazardous materials into the environment because use, transport, handling, and disposal of any hazardous substances must comply with all federal, State and local laws regulating their management and use. As such, impacts are less than significant.

(c) Proximity to Schools. As described in the PEIR's Initial Study, the Project site is not located within one-quarter mile of an existing or proposed school. The nearest school is the San Gorgonio Middle School, located approximately 2 miles northwest of the Project site. In addition, as discussed in Section 4.9 (a) and (b) above, the use and handling of all hazardous or potentially hazardous materials must comply with all applicable federal, State, and local agencies and regulations. Impacts are less than significant.

(d) Government Code Section 65962. The PEIR's Initial Study notes that the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; no impact would occur.

(e) Airport Land Use Plan. As noted in the PEIR's Initial Study, the Project site is located approximately 4.5 miles west of the Banning Municipal Airport and is not within the Banning Municipal Airport Compatibility Plan. There is no impact.

(g) Emergency Plans. As described in the PEIR's Initial Study, the City does not have an established evacuation route; however, depending on the location and extent of an emergency, major surface streets could be utilized to route traffic through the City. The I-10 Freeway and State Highway 243 to State Route 79 are also major regional access routes serving the City which could be used during disaster events. Emergency access to the Project site is available from Sun Lakes Boulevard. During construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles to Sun Lakes Boulevard as required by the City. Therefore, the Project would not result in a substantial alteration to the design or capacity of any public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, impacts are less than significant.

(h) Wildfire Risks. As described in the PEIR's Initial Study, the Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones and no impact would occur.

Conclusion. As outlined above, the Project has no impact or less than significant impacts related to hazards, hazardous materials, or wildfires. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.10 – Hydrology and Water Quality

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water supply?	No	Less than Significant Impact	No	No	No
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No	Less than Significant Impact	No	No	No
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:	No	Less than Significant Impact	No	No	No
i) result in substantial erosion or siltation on- or off-site;	No	Less than Significant Impact	No	No	No

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	No	Less than Significant Impact	No	No	No
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	No	Less than Significant Impact	No	No	No
iv) impede or redirect flood flows?	No	Less than Significant Impact	No	No	No
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No	No Impact	No	No	No
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No	Less than Significant Impact	No	No	No

Proposed Project in relation to PEIR

(a) **Violate Water Quality Standards.** The PEIR indicates the Project site is located within the Whitewater River Region, which includes the urbanized areas that lie approximately between Banning and the San Gorgonio Pass area to the northwest and the Salton Sea to the southeast. The area of Riverside County in the Whitewater River Region is under the jurisdiction of the Colorado River Regional Water Quality Control Board ("Regional Board"). The Project site is subject to the Whitewater River Region Stormwater Management Plan (SWMP) which describes those activities and programs implemented by the Permittees to manage urban runoff to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) municipal separate storm sewer system (MS4) permit (MS4 Permit) for the Whitewater River Region. The Permittees have revised the SWMP to address

2013 MS4 Permit requirements related to the planning and permitting of New Development and Redevelopment Projects within their jurisdictions. The objective of the program is to ensure that controls are in place to prevent or minimize water quality impacts from New Development and Redevelopment Projects to the maximum extent practical (MEP).

Per the City's development review requirements, the Project applicant will prepare a Storm Water Pollution Prevention Plan (SWPPP) to demonstrate how it will control short-term water pollution during construction by implementation of Best Management Practices (BMPs). In addition, the Project will prepare a Water Quality Management Plan (WQMP) to demonstrate how it will control long-term water quality impacts during operation of the Project. The SWPPP and WQMP will be supported by hydrological calculations to demonstrate both short- and long-term water pollution related to the Project site will be protected and maintained within established MEP regulatory limits. Preparation of the SWPPP and WQMP are regulatory requirements of the City and Regional Board to comply with the MS4 permit, therefore, they are not considered project-specific mitigation under CEQA.

The conceptual site plan for the Project (see Exhibit 3) indicates a water quality/detention basin for the Project will be located in the southeast corner of the site, just east of the proposed commercial uses, which will provide long-term protection of water quality for the site. The Project will be subject to water quality standard requirements of the City and Regional Board and will be required to comply with the local MS4 permit; therefore, they are not considered project-specific mitigation under CEQA. With regulatory compliance, water quality impacts of the Project will be less than significant and no mitigation is required.

(b) **Groundwater Supplies.** The PEIR indicates the City has five sources of groundwater storage supply: Banning Storage Unit; Banning Bench Storage Unit; Banning Canyon Storage Unit; Beaumont Storage Unit; and Cabazon Storage Unit. Because the City's water supply is primarily groundwater, the City is not subject to short-term water shortages resulting from temporary dry weather conditions. Further, as part of the Beaumont Basin adjudication, the City has the option of storing up to 80,000-acre feet of water in the Beaumont Basin. At the end of calendar year 2014, City of Banning had 46,774 AF of water available in Beaumont Basin storage. The City also purchases State Water Project (SWP) water from the San Gorgonio Pass Water Agency (SGPWA), which is one of 29 state water contractors. Quantities of SWP water purchased are recharged to the Beaumont Basin. Although the City may expect variable reliability in availability of SWP water due to ongoing drought conditions in the state. Fortunately, SWP is not the City's primary source of water and short-term declines in SWP water availability would be offset by the City's substantial reserves of stored groundwater. These fluctuations would therefore not result in a substantial impact to the City's water supply over the long-term.

The conceptual site plan for the Project (previous Exhibit 3) indicates a detention basin for the Project will be located in the southeast corner of the site which will prevent post-development increases in runoff from the site. To accomplish this the proposed basin will detain storm water much of which will eventually percolate back into the local groundwater supply. The design of the basin will be supported by hydrological calculations to demonstrate it will meet the established regulatory requirements of the City and County Flood Control District. Meeting these requirements is considered regulatory compliance and is not considered project-specific mitigation under CEQA. With regulatory compliance, water quality impacts of the Project will be less than significant and no mitigation is required.

(c) **Alter Drainage Patterns.** The PEIR indicates the Project is covered by the Master Drainage Plan for the City of Banning ("Drainage Plan") prepared by the Riverside County Flood Control and Water Conservation District ("District") in 1975. The Project site currently drains south toward to Sun Lakes Boulevard. The portion of the site which drains to Sun Lakes Boulevard, sheet flows to the existing storm drain system which then conveys the flows to Smith Creek to the east. Section 13.24.110 of the

City's Municipal Code requires land development activities to manage stormwater runoff from the property. Control BMPs include constructing storage and/or infiltration facilities to store runoff from rainfall events up to and including the 100-year, 3-hour duration event. Post development peak urban runoff discharge rates would not exceed pre-development peak urban runoff discharge rates.

The conceptual site plan for the Project (previous Exhibit 3) indicates a detention basin for the Project will be located in the southeast corner of the site which will provide long-term onsite and downstream flood protection. The design of the basin will be supported by hydrological calculations to demonstrate it will meet the established regulatory requirements of the City and County Flood Control District. Meeting these requirements is considered regulatory compliance and is not considered project-specific mitigation under CEQA. With regulatory compliance, water quality impacts of the Project will be less than significant and no mitigation is required.

(d) **Other Water-Related Risks or Pollution.** The PEIR indicates FEMA is responsible for determining flood elevations and floodplain boundaries. According to FEMA Flood Insurance Rate Map Panel No. 060246, the Project site is not located within an Area of Minimal Flood Hazard (i.e., not within a 100-year flood plain). Therefore, the potential risk of flooding on the site is minimal. The Project site is 53 miles inland of the Pacific Ocean and at an elevation of 2,553 feet above the level of the ocean (there are also two mountain ranges between the ocean and Banning). Therefore, the Project will not have a significant risk from a tsunami. A seiche is a standing seismic wave in bodies of water that can cause dam or reservoir collapse during major earthquakes. There are no dams or large bodies of water in the general area of the Project so there is little risk from seiche. Since there is little risk of flooding, a tsunami, or a seiche affecting the Project, there is little to no risk of pollutants being released during flooding or inundation events. There are no impacts.

(e) **Conflict with Water Quality or Groundwater Management Plans**

Water Quality Control Plan. The PEIR indicates the Colorado River Regional Water Quality Control Board regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. As it affects the Project, the primary regulatory tool is the National Pollutant Discharge Elimination System (NPDES). The Clean Water Act prohibits anybody from discharging "pollutants" through a "point source" into a "water of the United States" unless they have an NPDES permit. The permit will contain limits on what you can discharge, monitoring and reporting requirements, and other provisions to ensure that the discharge does not hurt water quality or people's health.

As indicated in Section 4.10.a above, the Project will implement drainage system improvements consistent with existing water quality regulatory requirements of the City and State. Therefore, the Project will not conflict with or obstruct implementation of a Water Quality Control Plan. With regulatory compliance, impacts are less than significant and no mitigation is required.

Sustainable Groundwater Management Plan. The PEIR indicates the Beaumont (groundwater) Basin has already been adjudicated and the City has the option of storing up to 80,000-acre feet of water in that basin. At the end of calendar year 2014, City of Banning had 46,774 AF of water available in Beaumont Basin storage. In addition, the City also purchases State Water Project (SWP) water from the San Gorgonio Pass Water Agency (SGPWA) to recharge to the Beaumont Basin.

The State Sustainable Groundwater Management Act (SGMA) classifies California's 515 groundwater basins into one of four categories high, medium, low, or very low-priority. The Project site is located within the Coachella Valley-San Gorgonio Pass Basin and is classified as "medium" priority. The SGMA requires medium- and high-priority basins to develop groundwater sustainability agencies (GSAs), develop groundwater sustainability plans (GSPs), and manage groundwater for long-term sustainability.

The City of Banning in conjunction with other agencies is currently developing the Groundwater Sustainability Plan for the San Gorgonio Pass Sub-basin of the Coachella Basin. At this time, the Plan is not adopted but when approved it will manage and monitor groundwater affecting the Project area.

Conclusion. The PEIR concludes that development of the SLVNSP, including the Project site, would not have significant impacts on hydrology, water quality, and other water-related resources and constraints, and no mitigation was recommended. With regulatory compliance, the preceding sections have demonstrated the proposed Project would also not have any significant water-related impacts The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.11 – Land Use and Planning

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Physically divide an established community?	No	No Impact	No	No	No
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?	No	Less than Significant Impact	No	No	No

Proposed Project in relation to PEIR

(a) Divide neighborhoods. The PEIR Initial Study states: "An example of a project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The Project site consists of approximately 47-acres of undeveloped land that is adjacent to railroad tracks and the I-10 Freeway to the north and existing development to the east, south, and west. There is no impact." (IS/NOP SLVNSP PEIR, p. 39.)

The Project site consists of approximately 37 acres of undeveloped land that is adjacent to railroad tracks and the I-10 Freeway to the north and existing development to the east, south, and west. Sidewalk and road improvements along the north side of Sun Lakes Boulevard will help connect existing neighborhoods east and west of the Project site. In addition, the Project has no components that would divide an established community (such as a new freeway through an established neighborhood). Therefore, similar to the PEIR Initial Study conclusion, the Project will have no impact.

(b) Conflict with Applicable Plans. The current General Plan land use designations are Business Park with Specific Plan Overlay and General Commercial with Specific Plan Overlay. The SLVNSP zoning

designations are Business & Warehouse, Office & Professional, and Retail & Service. The PEIR concluded that policies, standards, and regulations outlined in the SLVNSP were consistent with existing City land use regulations and would not conflict with existing General Plan policies, the Western Riverside County MSHCP, SCAG's RTP/SCS goals, as well as a variety of other regulatory documents identified and outlined in the Land Use section of the PEIR, with implementation of the mitigation measures identified in the PEIR.

The Project is a part of the planned development area under the SLVNSP and proposes approximately 30 percent less development than evaluated within the PEIR. The proposed Project is therefore consistent with the growth limits evaluated in the PEIR. The Project is also consistent with the various land use-related plans evaluated in the PEIR which have not changed substantially since the PEIR was certified in 2020. Therefore, impacts related to land use plans are less than significant, and no mitigation is required.

Conclusion. The Project is consistent with the various land use-related plans evaluated in the PEIR, which have not changed substantially since the PEIR was certified in 2020. Therefore, impacts related to land use plans are less than significant. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.12 – Mineral Resources

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
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?	No	No Impact	No	No	No
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?	No	No Impact	No	No	No

Proposed Project in relation to PEIR

(a) Designated Mineral Resources. As described in the PEIR Initial Study, the Project site is located within a mineral resource zone area classified as MRZ-3 as identified in Exhibit IV-8 in the City of

Banning General Plan. Areas classified as MRZ-3 are defined as containing mineral deposits, the significance of which cannot be evaluated from available data. The City of Banning General Plan identifies one aggregate producer within its planning area; the Banning Quarry which is located in the eastern portion of the City approximately 1.25 miles northeast of the Project site. There are no mining operations on the Project site, and implementation of the Project would not result in the loss of known mineral resources.

(b) Local Mineral Designations. The SLVNSP identifies land uses within the Project site as Business & Warehouse District and Retail & Service District, which generally allow for warehouse, office, and retail uses. As such, the Project site is not delineated on a local general plan, specific plan or other land use plan as a locally important mineral resource recovery site. There is no impact.

Conclusion. The Project site does not contain identified mineral resources either at a state level or local level that can be reasonably extracted given existing onsite and surrounding land uses. Therefore, there would be no impacts regarding mineral resources The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.13 – Noise

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
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?	No	Less than Significant with Mitigation	No	No	No
b) Generation of excessive groundborne vibration or groundborne noise levels?	No	No Impact	No	No	No

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
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?	No	No Impact	No	No	No

Proposed Project in relation to PEIR

(a) Noise Exceeds Standards. The PEIR concluded that the background ambient noise levels in the Project study area are dominated by auto and heavy truck activities on Sunset Lakes Boulevard and parking lot vehicle movements. It should also be noted that the railroad tracks and the I-10 Freeway north of the site also contributes to ambient noise. The PEIR stated the maximum base ambient noise level in Municipal Code Section 8.44.050 applicable to the Project is 75 dB(A) while existing ambient noise levels in the vicinity of the site range from 60.4 to 66.2 dB(A).

Construction Noise. Noise from grading and construction is typically considered significant only if it occurs outside the allowable times as described by the City's Municipal Code Chapter 8.44.090 (7:00 AM and 6:00 PM). However, the PEIR determined that construction noise from the Project site could be significant for the closest noise sensitive uses, which are the single-family homes located approximately 15 feet east of the Office & Professional District of the SLVNSP planning area and the senior apartments/assisted living/memory care residential facility located 60 feet east of the planning area. The PEIR recommended Mitigation Measure NOI-1 to reduce this impact to less than significant levels. To minimize noise impacts of the proposed Project, Mitigation Measure NOI-1 from the PEIR will be implemented.

Operational Noise. According to the PEIR, the General Plan noise limit associated with the Business & Warehouse (BW) and Retail & Service (RS) Districts of the SLVNSP are 75 db(A) during the daytime and 65 dB(A) at night (10 PM – 7 AM). The noise assessment prepared for the PEIR determined that noise from parking lot vehicle movements and truck unloading/dock activities around the warehouse could exceed these indicated standards. In addition, the PEIR concluded that truck deliveries to the commercial uses could also exceed these standards (PEIR Table 4.10.4, Project Operational Noise Level Impacts to Sensitive Receptors (RPG 2020a)). The PEIR recommended Mitigation Measure NOI-2 once specific development plans were proposed to ensure the warehouse and commercial uses on the site would not have significant operational noise impacts on nearby sensitive receptors to the east and south of the Project site. PEIR Table 4.10-5 demonstrated that the SLVNSP would not have significant operational traffic-related noise impacts on surrounding land uses.

Mitigation Measures

Construction

NOI-1 **Construction Noise Mitigation Plan.** Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that ongoing during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:

1) The project applicant shall limit construction activities to the daytime hours between 7 AM to 6 PM, as prescribed in Section 8.44.090(E) of the City's Municipal Code.

2) For all project construction zones, all internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers consistent with manufacturer's standards.

3) For all project construction zones, stationary equipment such as generators, air compressors shall be located as far as feasible from nearby noise-sensitive uses. If such stationary equipment produces noise emissions that are directional, said equipment shall be oriented to direct noise emissions away from sensitive receptors.

4) For all project construction zones, stockpiling and staging should be located as far as feasible from nearby noise-sensitive receptors.

5) For construction activity within 50 feet of any noise-sensitive receptors, a temporary noise barrier shall be installed by the applicant/developer. This temporary noise barrier shall be installed prior to the onset of construction and be located between the single-family residences, senior apartments/assisted living/memory care residential facility and the construction zone and all sensitive receptors. The temporary sound barrier shall provide a reduction in noise that will meet the City's construction noise threshold of 55 dBA. The noise barrier shall be a minimum height of 8 feet and be free of gaps and holes and must achieve a Sound Transmission Class (STC) of 35 or greater. The barrier can be either (a) a ¾-inch-thick plywood wall OR (b) a hanging blanket/curtain with a surface density or at least 2 pounds per square foot. For either configuration, the construction side of the barrier shall have an exterior lining of sound absorption material with a Noise Reduction Coefficient (NRC) rating of 0.7 or higher.

Operation

NOI-2 **Final Acoustical Report.** Prior to issuance of the first building permit for any project, the property owner/developer shall submit a final acoustical report prepared to the satisfaction of the Planning Director to address potential noise impacts to nearby residences. The report shall demonstrate that the project incorporates sufficient noise-attenuation features if needed so that the City's exterior and interior standards in Municipal Code Sections 8.44.070 and 8.44.090(E) and 4.10 NOISE 4.10-11 in the City's Noise Element are maintained at nearby residences. Compliance can be achieved with (a) sufficient buffering distances so that nearby sensitive receptors are not significantly impacted by future commercial development OR (b) sufficiently high and long sound barrier wall(s) that are placed between commercial noise sources and receptors (for example, in the case of garbage compactor equipment) OR (c) other adequate noise reduction methods that are approved by the Planning Director or their designee. In all cases, the noise reduction measures shall be technically demonstrated to achieve the appropriate target noise level(s) for both exterior and interior environments for

nearby residences, as appropriate (e.g., sufficient wall or berm height, sufficient buffering distance, appropriate sound encapsulation/insulation methods, etc.). The individual project owner/developer shall submit the noise mitigation report to the Planning Director for review and approval. Upon approval by the City, the project acoustical design features shall be incorporated into the future development.

Per Mitigation Measure NOI-2, a detailed noise assessment was performed on the proposed Project Site Plan (Urban Crossroads, original November 2021, updated February 2022)(Appendix D).

Construction. Using appropriate reference construction equipment noise levels and the CadnaA noise prediction model, the noise assessment calculated the Project's construction noise level impacts at the nearest sensitive receiver locations, as shown in Exhibit 6, Sensitive Noise Receptor Locations. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location.



Exhibit 6: Sensitive Noise Receptor Locations

As shown in Table 10, Construction – Exterior Noise Levels, the exterior noise levels from construction are expected to range from 48.9 to 69.0 dBA Leq, and the highest construction levels are expected to range from 60.9 to 69.0 dBA Leq at the nearest receiver locations from the SLVNSP planning area.

Table 10: Construction - Exterior Noise Levels

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Arch. Coatings	Highest Levels[2]
R1	65.9	67.9	60.9	58.9	55.9	67.9
R2	58.9	60.9	53.9	51.9	48.9	60.9
R3	67.0	69.0	62.0	60.0	57.0	69.0
R4	66.5	68.5	61.5	59.5	56.5	68.5
R5	66.2	68.2	61.2	59.2	56.2	68.2

Source: Table 8-2, Urban Crossroads, 2022

1 Noise Receiver Locations shown in Exhibit 6
2 Construction noise level calculations based on distance from the construction activity measured from the Project site boundary to the nearest receiver locations.

To evaluate whether the Project will generate potentially significant short-term noise levels at off-site sensitive receiver locations, the City's interior construction noise level limit for residential uses of 55 dBA Leq is used as the acceptable threshold for construction noise at the nearby sensitive receiver locations. Table 11, Construction – Interior Noise Impacts, shows the highest construction noise levels will range from 35.9 to 44.0 dBA Leq with the estimated interior noise reduction of 25 dBA Leq which will satisfy the City's 55 dBA Leq interior construction noise level standard. Therefore, unmitigated Project construction noise levels will be less than significant at the nearest sensitive receiver locations.

Table 11: Construction – Interior Noise Impacts

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})				
	Highest Construction Noise Levels[2]	Interior Noise Reduction	Interior Noise Level	Threshold	Threshold Exceeded?[3]
R1	67.9	-25	43	55	No
R2	60.9	-25	36	55	No
R3	69.0	-25	44	55	No
R4	68.5	-25	44	55	No
R5	68.2	-25	43	55	No

Source: Table 8-3, Urban Crossroads, 2022

[1] Noise Receiver Locations shown in Exhibit 6
[2] Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 10
[3] Do the estimated Project construction noise levels exceed the City's construction noise level threshold?

Operation. Using standard reference noise levels to represent the proposed Project operations, the noise assessment calculated noise levels from typical Project activities, including loading dock operations, roof-top air conditioning units, drive-through speakerphone, trash enclosure activity, parking lot vehicle movements, and truck movements (see Exhibit 7, Operational Noise Source Locations). Table 12, Operational Noise Levels, shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 38.4 to 47.5 dBA Leq.

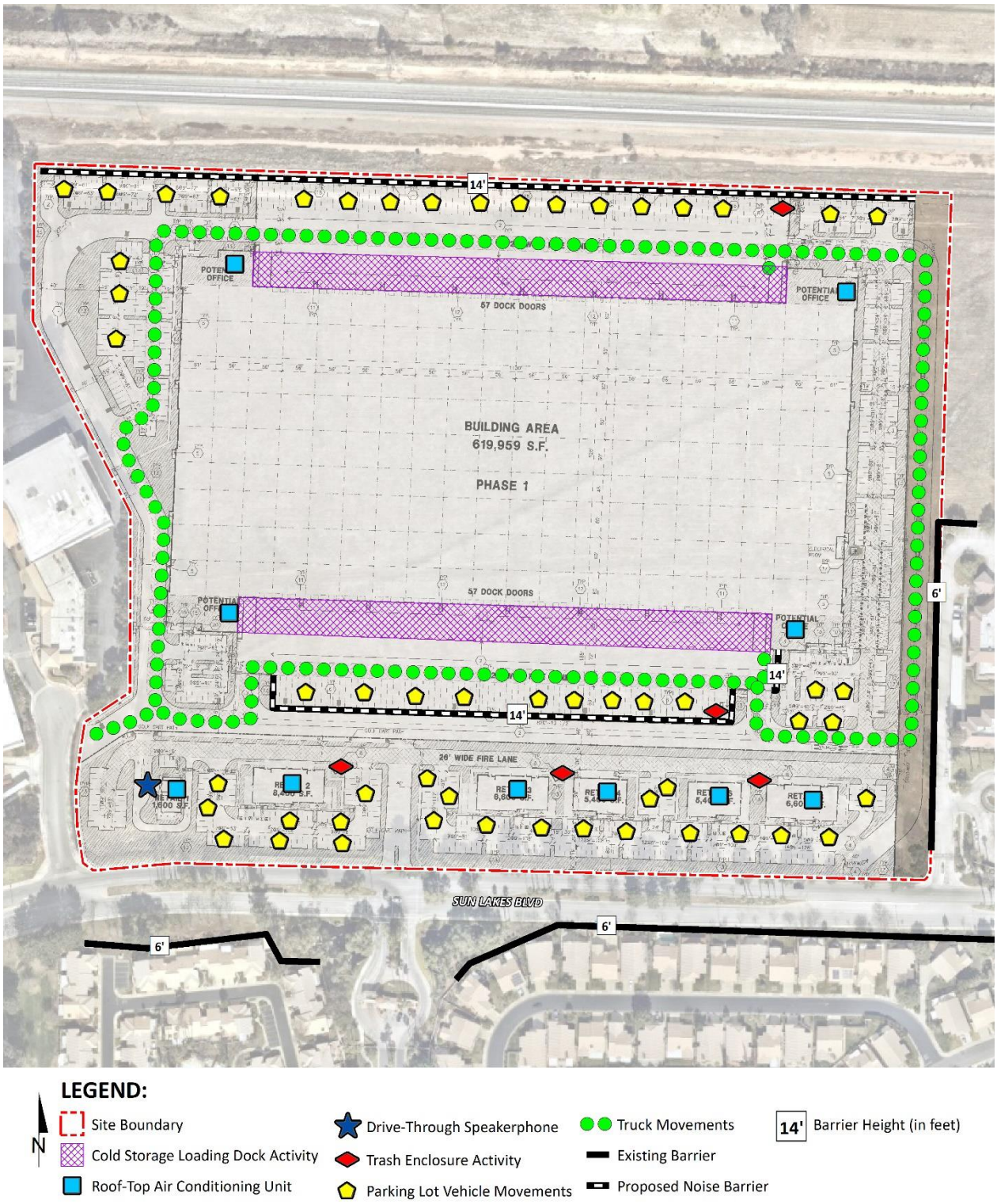


Exhibit 7: Operational Noise Source Locations

Table 12 also shows that the Project's operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 37.4 to 46.5 dBA Leq.

Table 12: Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA L_{eq})				
	R1	R2	R3	R4	R5
Daytime Hours (7:00 a.m. to 10:00 p.m.)					
Loading Dock Activities	47.3	37.3	34.7	44.1	44.5
Roof-Top Air Conditioners	31.0	26.8	36.1	39.1	37.7
Drive-Thru Activity	0.0	0.0	0.0	0.0	8.5
Trash Enclosure Activities	13.8	15.3	22.9	25.6	23.1
Parking Lot Vehicle Movements	22.3	22.5	31.5	34.7	35.1
Truck Movements	29.9	29.0	42.3	29.8	30.8
Total Daytime (all noise sources)	**47.5**	**38.4**	**44.1**	**45.8**	**45.9**
Nighttime Hours (10:00 p.m. to 7:00 a.m.)					
Loading Dock Activities	46.3	36.4	33.7	43.1	43.5
Roof-Top Air Conditioners	28.6	24.4	33.7	36.7	35.3
Drive-Thru Activity	0.0	0.0	0.0	0.0	4,5
Trash Enclosure Activities	12.9	14.4	21.9	24.6	22.1
Parking Lot Vehicle Movements	21.3	21.5	30.5	33.7	34.1
Truck Movements	29.9	28.1	41.3	28.9	29.8
Total Nighttime (all noise sources)	**46.5**	**37.4**	**42.9**	**44.5**	**44.7**

Source: Tables 7-2 and 7-3, Urban Crossroads, February 2022

[1] See Exhibit 7 for noise source locations

To demonstrate compliance with local noise regulations, noise levels from Project operations at the nearest sensitive receiver locations were compared to the City's applicable exterior noise level standards. Table 13, Operational Noise Level Compliance, shows the operational noise levels associated with the Project will satisfy the City's exterior noise level standards at the nearest receiver locations with the planned 14-foot-high screen wall on the northern Project boundary and the southern loading dock boundary as shown in Exhibit 7, Operational Noise Source Locations. Therefore, the Project's operational noise impacts are less than significant at the nearest noise-sensitive receiver locations.

Table 13: Operational Noise Level Compliance

Receiver Location[1]	Noise Levels (dBA L_{eq})[2]		Noise Standard (dBA L_{eq})		Exceeds Standard?[4]	
	Daytime	Nighttime	Daytime	Nighttime[3]	Daytime	Nighttime
R1	47.5	46.5	60	68.3	No	No
R2	38.4	37.4	60	60.4	No	No
R3	44.1	42.9	60	57.0	No	No
R4	45.8	44.5	60	64.5	No	No
R5	45.9	44.7	60	63.1	No	No

Source: Table 7-4, Urban Crossroads, February 2022 Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

[1] See Exhibit 6 for Sensitive Receiver Locations
[2] Proposed Project operational noise levels as shown in Table 12
[3] Exterior noise level standards adjusted to reflect the ambient noise levels per the City Municipal Code, Chapter 8.44.050
[4] Do the estimated Project operational noise source activities exceed the noise level standards?

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant. The noise assessment uses the significance criteria shown in Table 14, Noise Impact Significance Criteria, to provide an additional assessment of Project noise impacts.

Table 14: Noise Impact Significance Criteria

Analysis	Land Use	Conditions	Significance Criteria	
			Daytime	Nighttime
Operational	Residential	Exterior Noise Level Limit[1]	55 dBA L_{eq}	45 dBA L_{eq}
	Noise-Sensitive[2]	if ambient is <60 dBA L_{eq}	$\geq$ 5 dBA L_{eq} Project increase	
		if ambient is 60-65 dBA L_{eq}	$\geq$ 3 dBA L_{eq} Project increase	
		if ambient is >65 dBA L_{eq}	$\geq$ 1.5 dBA L_{eq} Project increase	
Construction	Noise-Sensitive	Interior Noise Level Threshold[3]	55 dBA L_{eq}	NA
		Vibration Level Threshold[4]	0.3 PPV (in/sec)	NA

Source: Table 4-1, Urban Crossroads, February 2022 NA = construction activities are not planned during the nighttime hours
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

[1] The City of Banning Municipal Code Chapter 8.44.050
[2] Federal Interagency Committee on Noise (FICON), 1992
[3] City of Banning Municipal Code, Sections 8.44.090
[4] Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19

In addition to compliance with the City's noise standards, the noise assessment calculated the Project's operational noise level increases as discussed above. The Project's operational noise levels are combined with the existing ambient noise level measurements for the nearest receiver locations potentially impacted by Project operational noise sources. As shown in Table 15, Operational Noise Level Increase, the Project will generate daytime and nighttime operational noise level increases ranging from 0.0 to 0.4 dBA Leq at the nearest receiver locations. Project-related operational noise level increases will not exceed the operational noise level increase significance criteria presented in Table 14 above. Therefore, the incremental Project operational noise level increase is considered less than significant at all receiver locations.

Table 15: Operational Noise Level Increase

Noise Characteristics	Receiver Location[1]				
	R1	R2	R3	R4	R5
Daytime Hours (7:00 a.m. to 10:00 p.m.)					
Total Operational Noise Level[2]	47.5	38.4	44.1	45.8	45.9
Reference Ambient Noise Levels[3]	61.3	60.1	54.4	66.2	59.4
Combined Project and Ambient[4]	61.4	60.1	54.8	66.2	59.6
Project Increase[5]	0.1	0.0	0.4	0.0	0.2
Increase Criteria[6]	3.0	3.0	5.0	1.5	5.0
Increase Criteria Exceeded?[6]	No	No	No	No	No
Nighttime Hours (10:00 p.m. to 7:00 a.m.)					
Total Operational Noise Level[2]	46.5	37.4	42.9	44.5	44.7
Reference Ambient Noise Levels[3]	58.8	60.0	57.8	59.7	56.2
Combined Project and Ambient[4]	59.0	60.0	57.9	59.8	56.5
Project Increase[5]	0.2	0.0	0.1	0.1	0.3
Increase Criteria[6]	5.0	1.5	5.0	5.0	5.0
Increase Criteria Exceeded?[6]	No	No	No	No	No

Source: Tables 7-5 and 7-6, Urban Crossroads, February 2022
1 See Exhibit 6 for Sensitive Receiver Locations
2 Total Project nighttime operational noise levels as shown in Table 12

3 Observed nighttime ambient noise levels
4 Represents the combined ambient conditions plus the Project activities
5 The noise level increase expected with the addition of the proposed Project activities
6 Significance Criteria as shown on Table 14

Offsite Traffic Noise Analysis. The Project's noise assessment by Urban Crossroads (November 2021, updated February 2022) also includes an analysis of noise impacts from offsite Project-related traffic. This offsite analysis was based on traffic data from the Project's traffic assessment ("TA"), also prepared by Urban Crossroads (January 2022, updated February 2022). The noise assessment includes an analysis of existing traffic noise levels plus traffic noise generated by the proposed Project for informational purposes and to fully analyze all the existing traffic scenarios identified in the TA. However, this condition would not actually occur since the Project would not be fully constructed and operational until opening year conditions.

Table 16, Existing Plus Project Traffic Noise Impacts, shows that the Project off-site traffic noise level increases range from 0.0 to 0.9 dBA CNEL on the study area roadway segments. Based on the City's significance criteria for off-site traffic noise, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels.

Table 16: Existing Plus Project Traffic Noise Impacts

Road/Segment	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
	No Project	With Project	Project Increase	Limit	Exceeded?
Highland Springs Ave.					
North of I-10 Fwy WB Ramps[3]	76.0	76.0	0.0	1.5	No
North of 2nd Street[3]	74.4	74.7	0.3	1.5	No
North of 1st Street[3]	72.8	73.3	0.5	1.5	No
South of 1st Street	70.0	70.1	0.1	1.5	No
1st Street					
West of Highland Springs Ave.	74.9	74.9	0.0	1.5	No
Sun Lakes Blvd.					
West of Highland Springs Ave.	72.1	73.0	0.9	1.5	No
East of Sun Lakes Village Dr.	72.1	72.1	0.0	1.5	No
East of Country Club Dr.	71.6	71.6	0.0	1.5	No

Source: Table 7-5, Urban Crossroads, February 2022

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. Exceeded? = Does the Project create an incremental noise level increase exceeding the City's significance criteria?
[3] These segments have non-sensitive land uses adjacent while the unmarked segments have sensitive (residential) uses adjacent.

In addition to the Existing plus Project scenario, the noise assessment examined offsite noise impacts from Project traffic in the horizon year 2040. Table 17 shows Year 2040 Traffic Noise Impacts with Project conditions, indicating that the Project's off-site traffic noise level increases range from 0.0 to 0.6 dBA CNEL on the study area roadway segments. Based on the City's significance criteria for off-site traffic noise, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels.

Table 17: Year 2040 Traffic Noise Impacts

Road/Segment	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
	No Project	With Project	Project Increase	Limit	Exceeded?
Highland Springs Ave.					
North of I-10 Fwy WB Ramps[3]	77.2	77.2	0.0	1.5	No
North of 2nd Street[3]	75.6	75.8	0.2	1.5	No
North of 1st Street[3]	74.2	74.6	0.4	1.5	No
South of 1st Street	74.3	74.3	0.0	1.5	No
1st Street					
West of Highland Springs Ave.	76.1	76.1	0.0	1.5	No
Sun Lakes Blvd.					
West of Highland Springs Ave.	74.3	74.9	0.6	1.5	No
East of Sun Lakes Village Dr.	73.2	73.2	0.0	1.5	No
East of Country Club Dr.	72.7	72.7	0.0	1.5	No

Source: Table 7-6, Urban Crossroads, February 2022

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. Exceeded? = Does the Project create an incremental noise level increase exceeding the City's significance criteria?
[3] These segments have non-sensitive land uses adjacent while all the other segments have sensitive (residential) uses adjacent.

With implementation of the PEIR's Mitigation Measures NOI-1 and NOI-2, construction and operational noise impacts from the Project will be reduced to less than significant levels, and no additional mitigation is required.

(b) Excessive Vibration. The PEIR indicated that vibration generated by construction equipment or vehicles and trucks during operation can result in varying degrees of ground vibration, depending on the equipment or vehicle involved. Vibration is typically measured as peak particle velocity (PPV) in inches per second of movement. The operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Buildings situated on soil near the active construction area respond to these vibrations, which range from imperceptible to low rumbling sounds, with perceptible vibrations and slight damage at the highest vibration levels. Typically, construction-related vibrations do not reach vibration levels that would result in damage to nearby structures. The PEIR indicated that potential vibration damage would occur at 0.3 PPV in/sec for old residential structures, 0.5 PPV in/sec for new residential structures.

The PEIR concluded that the closest residential structures to the SLVNSP planning area, are approximately 15 feet east of the Office & Professional District, would experience vibration levels of up to 0.04 PPV which is well below the damage threshold of 0.3 PPV for older residential structures and below the damage threshold of 0.5 PPV for new residential structures. Therefore, vibration levels generated during construction of the proposed Project, which is over 110 feet away from residential receptors, would be less than significant, and no mitigation measures are required.

The PEIR also determined that vehicle and truck movements from ongoing Project operations would not generate significant levels of vibration, so impacts would be less than significant and not require mitigation.

Construction. Based on vibration levels typical for various construction equipment types, the proposed Project's noise assessment estimated the potential for human response (annoyance) and building damage using the vibration methodology recommended by the Federal Transit Authority. Table 18, Construction Vibration Impacts, 8-5 presents the Project's related vibration levels at the nearby receiver locations. At distances ranging from 110 to 725 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.001 to 0.010 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Project construction vibration levels will not exceed the building damage thresholds at any of the noise sensitive receiver locations. In addition, the typical construction vibration levels at the nearest sensitive receiver locations do not occur during the entire construction period but rather occur only during the times that heavy construction equipment is operating adjacent to the Project site boundaries.

Table 18: Construction Vibration Impacts

Construction Activity	Receivers[1]				
	R1	R2	R3	R4	R5
Distance to Construction Activities (feet)[2]	543	725	110	115	134
Typical Construction Vibration Levels PPV (in/sec)[3]					
Small bulldozer	0.000	0.000	0.000	0.000	0.000
Jackhammer	0.000	0.000	0.004	0.004	0.003
Loaded Trucks	0.001	0.001	0.008	0.008	0.006
Large Bulldozer	0.001	0.001	0.010	0.009	0.007
Highest Vibration Level	0.001	0.001	0.010	0.009	0.007
Thresholds PPV (in/sec)[4]	0.3	0.3	0.3	0.3	0.3
Threshold Exceeded?[5]	No	No	No	No	No

Source: Table 8-5, Urban Crossroads, January 2022 "PPV" = Peak Particle Velocity

1 Receiver locations are shown on Exhibit 6
2 Distance from receiver location to Project construction boundary (Project site boundary)
3 Based on typical vibration source levels of construction equipment (UC Table 8-4)
4 Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Tables 19, p. 38
5 Does the peak vibration exceed the acceptable vibration thresholds?

(c) Airport/Airstrip Noise. The PEIR states that the Banning Municipal Airport is located approximately 4.5 miles east of the Project site. According to the Banning Municipal Airport Compatibility Plan, the Project site is not located within the area of influence of the plan. Therefore, there are no impacts and no mitigation required.

Conclusion. The PEIR concluded that the SLVNSP, including development of the Project site, would have less than significant noise impacts with implementation of Mitigation Measures NOI-1 and NOI-2. The proposed Project is of the same type but less intense than the development evaluated in the PEIR. The Project will implement PEIR Mitigation Measures NOI-1 and NOI-2. Pursuant to MM NOI-2, a noise assessment has been prepared for the Project, and it confirms that the Project will not have any significant noise or vibration impacts. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.14 – Population and Housing

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
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)?	No	Less than Significant Impact	No	No	No
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No	No Impact	No	No	No

Proposed Project in relation to PEIR

(a) Induce Population Growth. As described in the PEIR Initial Study, the implementation of the SLVNSP would not directly result in population growth because it does not propose any residential dwelling units. It is anticipated that new employees generated by the Project could come from within the local area and would not generate the need for any housing. The proposed Project would be consistent with the development anticipated under the SLVNSP and would provide additional employment as outlined in the PEIR, but it does not include any residential uses. This potential impact would be considered less than significant.

(b) Displace Housing. The Project site does not contain any existing residential housing. Therefore, implementation of the Project would not displace existing housing, nor would it necessitate the construction of replacement housing elsewhere, so there would be no impact.

Conclusion. The new warehouse and retail uses to be developed by the Project may result in some amount of indirect or induced housing and/or population growth to the degree that the new Project attracts residents choosing to buy a house or rent an apartment and move into the City. However, the Project is not expected to result in the displacement of any existing City residents (population) or housing by its development. Therefore, potential impacts are considered to be less than significant. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.15 – Public Services

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:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Fire protection?	No	Less than Significant Impact	No	No	No
b) Police protection?	No	Less than Significant Impact	No	No	No
c) Schools?	No	Less than Significant Impact	No	No	No
d) Parks?	No	Less than Significant Impact	No	No	No
e) Other public facilities?	No	Less than Significant Impact	No	No	No

Proposed Project in relation to PEIR

(a) Fire protection. As described in the PEIR Initial Study, fire protection services for the Project site would be provided by the City through a contractual agreement with the Riverside County Fire Department, which contracts with the California Department of Forestry. Through a mutual aid agreement with surrounding communities, including Beaumont, Calimesa, and Cabazon, each city has access to and benefits from the services provided by fire stations in other cities.

The Project site is served by Fire Station #20 located approximately 0.6 roadway miles west of the site at 1550 E. 6th Street, Beaumont, CA. Development of the Project would impact fire protection services by placing an additional demand on existing Riverside County Fire Department resources should its resources not be augmented. To offset the increased demand for fire protection services, the Project would be conditioned by the City to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. Furthermore, the Project would be required to comply

with the provisions of the City's Development Impact Fee Ordinance, which requires a fee payment to assist the City in providing for fire protection facilities. Payment of the Development Impact Fee would ensure that the Project provides fair share funds for the provision of additional fire protection facilities. The Project would not result in the need for new or physically altered fire facilities in order to maintain acceptable service ratios, response times or other performance objectives, and this potential impact would be considered less than significant.

(b) Police protection. As described in the PEIR Initial Study, the Project site is currently serviced by the City's Police Department which is located approximately 4.5 miles east of the Project site at 125 E Ramsey Street in Banning. Development of the Project would impact police protection services by placing an additional demand on existing police resources should its resources not be augmented. The Project would be required to comply with the provisions of the City's Development Impact Fee Ordinance, which requires a fee payment to assist the City in providing for police protection facilities to offset impacts created by new development. Payment of the Development Impact Fee would ensure that the Project provides fair share funds for the provision of additional police protection facilities. In addition, the Project site is located in a developed area of the City which is routinely patrolled. It is not anticipated that new police facilities would need to be constructed to serve the Project in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, and this potential impact would be considered less than significant.

(c) Schools. As described in the PEIR Initial Study, the Project does not include housing which would generate additional students to be served by the Banning Unified School District. The Project would be required to pay applicable development fees to the Banning Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services; this potential impact would be considered less than significant.

(d) Parks. As described in the PEIR Initial Study, the Project does not create a direct additional need for parkland as it does not propose residential uses. However, new employees of the Project may create an incremental indirect increase in the use of local parks. The payment of development impact fees would reduce any indirect Project impacts related to parks; this potential impact would be considered less than significant.

(e) Other public facilities. As noted above, development of the Project would not result in a direct increase in the population and would not increase the demand for public services which would require the construction of new or expanded public facilities. The Project would be required to comply with the provisions of the City's Development Impact Fee Ordinance, which requires a fee payment to assist the City in providing public facilities. Payment of applicable Development Impact Fees would ensure that the Project provides fair share of funds for additional public facilities; this potential impact would be considered less than significant.

Conclusion. The Project would increase the need for fire and police services, but not to the extent that new facilities would be required. As the Project does not includes residential uses, no significant impact to schools or parks is expected, and the Project applicant would be required to pay all applicable development impact fees. The potential impacts are considered to be less than significant. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.16 – Recreation

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Would the Project 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?	No	Less than Significant Impact	No	No	No
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No	No Impact	No	No	No

Proposed Project in relation to PEIR

(a) Increase Park Use. As described in the PEIR Initial Study, the Project would not cause a substantial physical deterioration of any park facilities or would accelerate the physical deterioration of any park facilities because the Project does not propose residential dwelling units which would increase the population that would use parks. New employees of the Project may create an incremental indirect increase in the use of local parks, however, this potential impact would be considered less than significant.

(b) Need for New Parks. As described in the PEIR Initial Study, the Project does not propose any recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment. In addition, no offsite parks or recreational improvements are proposed or required as part of the Project; there would be no impact related to construction or expansion of recreational facilities.

Conclusion. The proposed project does not include residential uses, and any increase in park or recreational facility usage associated with construction of the Project would be considered minimal as the Project would not increase the population that would use park facilities. Furthermore, the Project applicant would need to pay applicable parks related development impact fees. The potential recreation impacts are considered to be less than significant. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or

substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.17 – Transportation

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Conflict with a program plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?	No	Less than Significant Impact	No	No	No
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No	Significant Impact	No	No	No
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No	Less than Significant Impact	No	No	No
d) Result in inadequate emergency access?	No	Less than Significant Impact	No	No	No

Proposed Project in relation to PEIR

(a) Circulation Plan Consistency. Although the vehicle miles traveled (VMT) methodology is now applied in evaluating potential transportation impacts of a project, the City's General Plan identifies standards for maintaining an adequate level of service (LOS) for City streets and intersections. To be consistent with the 2020 State CEQA Guidelines, a LOS analysis is not required for purposes of this CEQA analysis. However, a trip generation and a VMT assessment of the Project were prepared to determine if the Project would generate more traffic than was estimated for the SLVNSP or evaluated in its PEIR (UC 2021b-c)(see Appendices B and C).

Trip Generation. A traffic study was prepared for the PEIR, which evaluated the development of 877,298 square feet of industrial park use and 37,189 square feet of commercial retail use within the area bounded by the currently proposed Project. There were also medical office uses evaluated in the PEIR, but this portion of the SLVNSP is east and outside of the proposed Project boundary. Table 19 (Project Trip Generation vs. PEIR Estimate) indicates the portion of the SLVNSP within the Project boundaries would generate 3,844 actual-vehicle trips, or 4,530 Passenger Car Equivalent (PCE) trips, under the assumptions of the PEIR, which takes into account truck lengths when estimating vehicle trips.

A detailed Traffic Assessment (TA) was prepared for the proposed Project based on 619,959 square feet of warehousing space and 34,000 square feet of retail and fast-food commercial uses (Urban Crossroads, January 2021b, updated February 2022)(Appendix B). The TA assumed up to a quarter of the warehouse space was for cold storage, and the rest was for high-cube logistics warehousing. The TA assumed the commercial space along Sun Lakes Boulevard would be similar to that examined in the PEIR with the addition of a drive-through coffee establishment. The TA shows that the proposed Project would generate 2,292 actual-vehicle trips, or to 2,730 PCE trips, as shown in Table 19.

Table 19
Project Trip Generation vs. PEIR Estimate

Traffic Condition	AM Peak Hour	PM Peak Hour	Daily Total
PEIR Estimate (for Project area)			
Actual Vehicles	375	445	3,844
PCE[1]	440	498	4,530
Proposed Project			
Actual Vehicles	317	337	2,292
PCE[1]	340	359	2,730

Source: Tables 3 and 4, UC 2021b
[1] PCE = Passenger Car Equivalents based on the number of passenger cars and truck trips

As shown, the Project generates fewer trips than what was anticipated by the PEIR for the SLVNSP. This analysis is presented for informational purposes only because generation of trips, which affects the performance of intersections and road segments, no longer needs to be analyzed under CEQA, as automobile delay is no longer considered a significant environmental impact.

Transit. The PEIR stated that The Pass Transit System, which consists of two independent transit systems, the Banning Municipal Transit System and the Beaumont Municipal Transit System, provides for a coordinated bus service to the cities of Banning and Beaumont. Beaumont Transit has bus service along Highland Springs Avenue, 2nd Street, and 1st Street via Route, Route 4, and Community Link 120/125. Pass Transit has bus service along Highland Springs Avenue, 2nd Street, and 1st Street via Route 1, Route 5, and Route 6. The closest bus stop is within the Sun Lakes Village residential community located across Sun Lakes Drive just south of the Project site. There are no bus stops currently located on Sun Lakes Boulevard adjacent to the Project site. In addition, Sun Lakes Boulevard is a fully improved with curb, gutter, sidewalk, and a landscaped parkway adjacent to the Project site.

The Project applicant is proposing to construct two (2) access driveways on Sun Lakes Boulevard, which will be constructed to meet City standards. The driveways do not have the potential to preclude the availability of bus service to the Project site when it is completed. The existing transit routes could potentially serve the Project since transit service is reviewed and updated by Beaumont Transit and

Pass Transit periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. Therefore, any Project impacts will be less than significant and no mitigation is required.

Bicycle and Pedestrian Trails. According to the PEIR, there are existing pedestrian facilities, including sidewalks and crosswalks in the vicinity of the Project site that are available to serve the Project. The Circulation Element of the City General Plan does not indicate that this portion of Sun Lakes Boulevard will have a bicycle lane or trail associated with full improvements. However, Highland Springs Avenue south of Sun Lakes Boulevard has a bicycle lane on the west side of the street. Section 5.106.4.1.2 of the CalGreen Code requires that the Project provide secure bicycle parking which will be included at various locations throughout the Project site. Therefore, any Project impacts will be less than significant, and no mitigation is required.

Summary. Based on this information, the Project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Any impacts will be less than significant, and no mitigation is required.

(b) CEQA Guidelines Section 15064.3(b). The PEIR included an assessment of VMT impacts from the SLVNSP and concluded that VMT impacts were significant and could not be reduced to less than significant levels, even with implementation of Mitigation Measure VMT-1.

In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018, which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (Section 15064.3). Effective July 1, 2020, the previous CEQA metric of level of service (LOS), typically measured in terms of automobile delay, roadway capacity and congestion, will no longer constitute a significant environmental impact.

In addition to the trip generation assessment (UC 2021b), a detailed VMT assessment was prepared for the Project (UC 2021c). To aid in the transition to VMT assessment, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA Based on OPR's Technical Advisory. The City of Banning has developed their own *Traffic Impact Analysis Guidelines for Local Transportation Analysis and Vehicle Miles Traveled Analysis* (City Guidelines), which is currently in draft form and pending final City Council adoption. The draft City Guidelines were utilized to prepare this Project VMT analysis, which is consistent with the City's Guidelines.

Project Screening

The City's Guidelines provide details on appropriate "screening thresholds" that can be used to identify when a proposed land development project is anticipated to result in a less than significant impact without conducting a more detailed analysis. The applicable screening thresholds to the Project are broken into the following types: Transit Priority Area (TPA) Screening; Map-Based Screening based on Low VMT Area; Local-Serving Retail Screening; and Project Type Screening. A land development project need only meet one of the above screening thresholds to result in a less than significant impact. For the purposes of this analysis, the initial VMT screening process where applicable has been conducted using the WRCOG VMT Screening Tool (Screening Tool), which uses screening criteria consistent with the screening thresholds recommended in the City's Guidelines.

(1) TPA Screening

Consistent with guidance identified in the OPR Technical Advisory and City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"[i] or an existing stop along a "high-quality transit corridor"[ii]) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on the Screening Tool results, the Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. Therefore, the TPA screening threshold is not met.

(2) Low VMT Area Screening

The City Guidelines state that, "proposed residential, office, industrial, or mixed-use projects, which are located within the low VMT zones identified after applying appropriate VMT analysis thresholds (provided later in this chapter) in the screening tool, and which do not require a GPA or COZ would be deemed to have less than significant impact." The Screening Tool uses the sub-regional Riverside County Transportation Analysis Model (RIVTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the WRCOG region. The Project's physical location based on parcel number was selected within the Screening Tool to determine the relevant TAZ's VMT as compared to the jurisdictional average (see Attachment B). The Project boundary is located in TAZ 4344 and would appear to be within a low VMT generating TAZ based on daily home-based work (HBW) VMT per worker. Based on a review of the land use information contained within TAZ 4344 for the RIVTAM base year (2012) model, the zone includes very low levels of employment and low amounts of population and household data. The proposed Project would significantly increase the quantity and type of employment uses in the zone and would therefore not be entirely consistent with the underlying land use assumptions. Therefore, the Low VMT Area screening threshold is not met.

(3) Local Serving Retail Screening

The City Guidelines provide that local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition to local serving retail, other types of local serving uses such as day care centers, non-destination hotels, affordable housing, places of worship, municipal services, and other local serving uses may also be

[i] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

[ii] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

presumed to have a less than significant impact as they tend to shorten vehicle trips. The retail uses within the proposed Project do not exceed the 50,000 square feet screening threshold, and the retail uses are designed to be local-serving. The Project Type screening threshold is met for the Project's retail component only.

(4) Project Trip Screening

The City's Guidelines identifies that projects generating fewer than 500 daily vehicle trips (for projects requiring a GPA and fewer than 1,000 daily vehicle trips (for projects not requiring a GPA) are anticipated to meet the City's Project Trip Screening threshold and result in a less than significant impact. Based on the Project's forecasted trip generation (see UC 2021b), the Project would generate more than 1,000 daily vehicle trips. Therefore, the Project Trip screening threshold is not met.

Summary of Project Screening. The Project's retail component is anticipated to have a less than significant impact. Since none of the applicable land development screening criteria were met for the Project's industrial component, the VMT Analysis included more in-depth VMT analysis for the Project's industrial component only.

Industrial Assessment

The Riverside Transportation Analysis Model (RIVTAM) is a tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. The City Guidelines provide that until RIVCOM is released by WRCOG, RIVTAM is the appropriate tool for conducting VMT analysis for land use projects in the City. The Project's VMT was calculated using the most current version of RIVTAM. Adjustments in socioeconomic data (SED) (i.e., Project employment) was made to a separate TAZ within the RIVTAM model to reflect the Project's proposed employment uses (i.e., industrial). Table 20 (Project Employment Estimate) summarizes the employment estimate for the Project which is consistent with the land use to employment generation factors from the Riverside County General Plan.

Table 210
Project Employment Estimate

Land Use	Building Area (SF)	Building Area Per Employee (SF)	Estimated Employees[1]
Industrial	619,959	1,030	602

Source: Table 1, UC 2021c
[1] Riverside County General Plan Employment Factors

Consistent with recommendations contained in the City's Guidelines, calculation of VMT for "other land uses" that are not residential or retail land use types are evaluated using VMT per employee. For land uses where VMT per capita or VMT per employee are suitable metrics, the City Guidelines suggest the use of the Production-Attraction (PA) trip matrices be utilized. Using these matrices, Project generated VMT was calculated consistent with the PA matrices methodology identified in Section 5.4, Detail VMT Forecasting Methodology, of the City Guidelines. VMT is then normalized by dividing by the number of Project employees. As shown in Table 21 (Project VMT Per Employee), the Project's VMT per employee is 14.26 miles per worker.

Table 11
Project VMT Per Employee

VMT Characteristic	Baseline
Employment	602
VMT	8,582
HBW VMT/Workers[1]	14.26

Source: Table 2, UC 2021c
[1] HBW VMT/Workers is a measure of all auto trips between home and work and does not include heavy duty truck trips or freight, which is consistent with OPR direction and Riverside County VMT calculation guidelines.

The City's Guidelines provide VMT thresholds for their predominant land use types such as residential, office, and retail. For "other land uses," City Guidelines state the threshold as "any net increase in VMT per employee for uses that are consistent with the General Plan, and for projects seeking a GPA the threshold would be 10.9 VMT per employee". As the proposed Project is consistent with the SLVNSP Amendment No. 5, which is consistent with the General Plan, a threshold of no net increase in VMT per employee was utilized. The VMT per employee value previously calculated for the Amendment No. 5 is utilized as the impact threshold.

Table 22 (VMT Per Employee Comparison) provides a comparison between the Project's generated VMT per employee to the VMT per employee previously calculated by the PEIR for the SLVNSP Amendment No. 5. The VMT per employee value for the approved Amendment No. 5 was 14.33, while the Project's calculated VMT per employee value is 14.26. As shown in Table 22, the Project would not result in a net increase in VMT per employee and would therefore not result in a significant impact relative to VMT and CEQA Guidelines.

Table 12
VMT Per Employee Comparison

VMT Characteristic	Baseline VMT Per Employee
PEIR (Amendment No. 5)	14.33
Proposed Project	14.26
Difference (Project vs. PEIR)	-0.07
Net Increase?	No

Source: Table 3, UC 2021c

VMT Impact Summary. The Project's retail component falls below the City's adopted local serving retail screening threshold, and therefore the retail component of the Project has a less than significant VMT impact. The Project's industrial component was then evaluated and compared to the City's adopted impact threshold of no net increase in VMT per employee. The Project generated VMT per employee value was found to be less than that already disclosed by the PEIR for the approved Amendment No. 5 to the SLVNSP. Therefore, the Project's potential VMT impacts are less than significant, and no additional mitigation is required. However, the PEIR recommended Mitigation Measure VMT-1, which will be implemented as part of the proposed Project.

Mitigation Measures

VMT-1 **Pedestrian Network Improvements.** Prior to the issuance of a building permit, site plans for future development shall provide a pedestrian access network to link areas of the Project site internally and to Sun Lakes Boulevard.

The Project will have less than significant impacts regarding VMT, and although mitigation is therefore not required, the Project will include implementation of PEIR Mitigation Measure VMT-1.

(c) **Circulation Design Hazards.** The PEIR indicates this section of Sun Lakes Boulevard is fully improved with a curvilinear alignment but contains no geometric design features (e.g., sharp curves or dangerous intersections) that are considered hazardous. Final Project site plans will be subject to City review and approval, which will ensure that driveway intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs for entering and exiting the site. The Project area is suburban in nature with no agricultural uses, so there is little potential for conflict with other uses. Therefore, the Project will have no impacts due to a hazardous geometric design feature or incompatible uses, and no mitigation is required.

(d) **Emergency Access.** Sun Lakes Boulevard provides immediate emergency access to the Project site, while regional access is provided by Highland Springs Avenue a quarter mile to the west with ramps to the I-10 Freeway immediately north of the site. Per state Fire and Building Codes, sufficient space will be provided around the building for emergency personnel and equipment to access the site. The warehouse will be required to comply with the California Fire Code in terms of emergency access to the building itself. The Project site plan includes three ingress/egress access points, one 40-foot wide signalized intersection off of Sun Lakes Boulevard, one 40-foot access road at the southeast corner of the site, and one 40-foot point from Sun Lakes Village Drive at the southwest corner of the Project site. The site plan also shows a minimum 24-foot wide fire lane around both the warehouse building and the commercial buildings. Therefore, the Project will not result in inadequate emergency access. Impacts will be less than significant, and no mitigation is required.

Conclusion. The PEIR concluded that VMT impacts of the SLVNSP/ Amendment No. 5 were significant even with mitigation. The PEIR determined the other transportation-related impacts were less than significant. A VMT assessment of the currently proposed Project shows that the Project would have less than significant impacts based on its current design. For consistency, the Project will also implement PEIR Mitigation Measure VMT-1. The Project's TA also shows that the Project will generate fewer trips than what was disclosed by the PEIR for the SLVNSP. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.18 – Tribal Cultural Resources

Would the Project 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 Cultural Native American tribe, and that is:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) 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	No	No Impact	No	No	No
b) 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.	No	Less than Significant with Mitigation	No	No	No

Proposed Project in relation to PEIR

(a) Eligible for Listing. As described in the PEIR, the Project area has low sensitivity for prehistoric archaeological resources, and it is unlikely that intact, subsurface prehistoric archaeological deposits would be uncovered during Project construction. Sensitivity for encountering historic-age archaeological resources is considered low-to-moderate. However, the Project area lies within Stewart Ranch, and the land within the Project area was utilized for grazing, agricultural, and water control/conveyance purposes. This suggests that any subsurface historic artifacts and/or deposits that may be present would most likely reflect those activities (e.g., horse shoes, tacks, barbed wire, sparse occurrences of

tin cans and glass bottles, other water conveyance/control features, etc.) and would most likely not be considered historically significant. Thus, there is no impact, and no mitigation measures are required.

(b) Significant Tribal Resources. As described in the PEIR, the City consulted with the Morongo Band of Mission Indians under SB 18 and AB 52, and it was determined that tribal cultural resources may be encountered during grading activities. Therefore, the PEIR recommended Mitigation Measures TCR-1 through TCR-6, which will be implemented by the Project. No additional consultation is required for this consistency analysis.

Mitigation Measures

TCR-1 **Retain Qualified Professional Archaeological Monitor.** Prior to the issuance of a grading permit, the Applicant shall retain a qualified professional archaeological monitor who meets U.S. Secretary of the Interior Standards (SOI). The monitor shall be present during all ground disturbing activities to identify any known or suspected archaeological and/or cultural resources. The monitor will conduct an Archaeological Sensitivity Training, in conjunction with the Tribes Tribal Historic Preservation Officer (THPO). The training session will focus on what the archaeological and tribal cultural resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.

TCR-2 **Archaeological Monitoring and Treatment Plan.** Prior to the issuance of a grading permit, the qualified archaeologist shall develop an Archaeological Monitoring and Treatment Plan to address the details, timing and responsibility of all archaeological and cultural resource activities that occur on the project site, in coordination with Tribe.

TCR-3 **Tribal Monitoring Agreement.** Prior to the issuance of grading permits, the applicant shall enter into a Tribal monitoring agreement with the Morongo Band of Mission Indians for the project. The Tribal Monitor shall be on-site during all ground disturbing activities including clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind. The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

TCR-4 **Specific Conditions.** The Morongo Band of Mission Indians requests the following specific conditions to be imposed in order to protect Tribal cultural, and/or archaeological resources within the project area. This includes cultural materials both on the surface and buried. Should human remains be encountered on the surface or during any and all ground-disturbing activity (i.e. grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases, excavation of any kind), work in the immediate vicinity of the discovery shall immediately stop (within 100-foot buffer of the discovery), the area shall be protected, project personnel/observers restricted, and the County Coroner to be contacted pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98. In the event human remains are found and identified as Native American, the landowner shall also notify the City Planning Department so that the City can ensure PRC § 5097.98 is followed. No photographs are to be taken except by the Coroner.

a) In the event that Tribal Cultural Resources or other cultural resources are discovered during project development and construction, all work in the immediate vicinity of the discovery shall stop (within 60-foot buffer of the discovery) and the area protected by fencing

and guarding until a qualified archaeologist (i.e. meeting Secretary of the Interior standards) assesses the discovery. Overall project work may continue during this period of assessment.

b) If archaeological assessment indicates that significant Native American cultural resources or other cultural resources are present, a Treatment Plan must be prepared in consultation with the Tribe. The developer will notify the Lead Agency and contract with qualified Cultural Resources Management (CRM) firm to develop the Treatment Plan.

c) If requested by the Tribe, the developer or the project archaeologist shall, in good faith, immediately initiate consultation with the Morongo Band of Mission Indians regarding further actions to be taken including, but not limited to, avoidance, preservation in place, removal, and disposition.

TCR-5 **Inadvertent Discovery During Grading.** In the event that archaeological or tribal cultural resources are unearthed during ground-disturbing activities, ground-disturbing activities shall stop (within 60-foot buffer of the discovery) or shall be diverted away from the vicinity of the find, so that the find can be evaluated by the qualified Archaeologist. A treatment plan shall be developed by a qualified Archaeologist (meeting SOI standards) in consultation with the Tribe and the City Planning Department to include relinquishment of all artifacts through one of the following methods:

a) This reburial area of cultural resource items shall be away from any future impacts and reside in perpetuity. Reburial shall not occur until all cataloguing; analysis and any necessary special studies have been completed on the cultural resources. Details of contents and location of the reburial shall be documented in a Final Report and shall remain as confidential.

b) The Tribes Most Likely Descendant (MLD) may wish to rebury the human remains and/or associated funerary objects, as close to the place of their discovery, in an area that will not be subject to future disturbances and reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains will be determined by the landowner, City Planning Department, in consultation with the Tribes Most Likely Descendant (MLD).

c) Curation at a Riverside County Curation facility that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers and tribal members for further study. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be provided in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

TCR-6 **Documents.** Any and all cultural documents created as a part of the project (Archaeological Monitoring and Treatment Plans, isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to consulting Tribe.

Conclusion: With implementation of PEIR Mitigation Measures TCR-1 through TCR-6, the potential impacts to tribal cultural resources will be less than significant. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.19 – Utilities and Service Systems

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
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?	No	Less than Significant Impact	No	No	No
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	No	Less than Significant Impact	No	No	No
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?	No	Less than Significant Impact	No	No	No

Would the Project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
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?	No	Less than Significant Impact	No	No	No
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No	Less than Significant Impact	No	No	No

Proposed Project in relation to PEIR

(a) Utility Infrastructure. The PEIR indicated construction of the SLVNSP would require connections to existing water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities. The PEIR stated the Project area was already served by these utilities. Off-site utility improvements needed to serve the Project site would occur within existing improved rights of way and on-site within areas already planned for development by the Project. The PEIR concluded there were no components of the Project's proposed utility connections that would result in significant environmental impacts, and no mitigation was required.

(b) Sufficient Water Supplies. To assess the ultimate effect of the SLVNSP's water demands and service needs, the City of Banning Water Department has prepared a Water Supply Assessment (WSA) in accordance with SB 610 as part of the PEIR process. The SLVNSP was estimated to have a total annual water demand of 279 acre-feet per year (afy). The expected water demand for the entire SLVNSP was within the City's total projected water supplies available during normal, single dry, and multiple dry water years for the next 20 years. Therefore, the PEIR concluded there would be adequate water supplies to meet the projected water demand associated with the SLVNSP in addition to the existing and other planned future uses of the City's water system.

The proposed Project represents a large portion but not all of the approved SLVNSP land uses (i.e., it does not include 52,065 square feet of medical offices within the Office & Professional District). The proposed Project is also approximately 30 percent less intense (i.e., less warehouse and commercial development) than was evaluated in the PEIR. Since the WSA prepared for the SLVNSP addressed development in excess of the proposed Project, it can be concluded the City can provide sufficient water over the long-term to serve the proposed Project. Impacts are less than significant, and no mitigation is required.

(c) Wastewater Treatment Capacity. The PEIR indicated that wastewater flows collected within the City's service area are currently treated at one facility, the Banning Wastewater Treatment Plant. The plant has capacity to treat up to 3.6 million gallons per day (MGD) and treated an average of 2.07 MGD in 2016. According to the City, the entire SLVNSP was estimated to generate approximately 53,580 gpd (0.5 MGD) which represented 1.78% of the treatment plant's capacity in 2025 and 1.16% in 2040 (PEIR Table 12). The PEIR concluded this represented a less than significant impact, and no mitigation was required.

The proposed Project represents a large portion but not all of the development proposed within the SLVNSP. Since the PEIR concluded the wastewater from the entire SLVNSP was less than significant, then wastewater generated by the proposed Project would likewise be less than significant in terms of wastewater treatment capacity, and no mitigation is required.

(d) Solid Waste Infrastructure. The PEIR indicated that Waste Management Inc. is the franchise waste hauler for all customers in the City of Banning. The Riverside County Waste Management Department provides recycling and disposal services for the City. Solid waste generated by the SLVNSP would be disposed of at three landfill facilities in Riverside County, the Badlands Sanitary Landfill, the El Sobrante Landfill, and the Lamb Canyon Sanitary Landfill. These three landfills have a total combined capacity of 282.5 million cubic yards and a remaining (residual) capacity of approximately 180 million cubic yards of waste. The Badlands facility is expected to close in 2022, the Lamb Canyon facility in 2029, and the El Sobrante facility in 2051 (PEIR Table 13). The PEIR estimated the entire SLVNSP would generate approximately 1,689 tons or 6,255 cubic yards of solid waste per year. At that time, that amount of waste represented 0.018% of the remaining capacity of the Badlands Sanitary Landfill, 0.003% of the El Sobrante Sanitary Landfill, and 0.0001% of the Lamb Canyon Sanitary Landfill. Therefore, the PEIR concluded the Project's solid waste would not make a significant contribution to the landfill capacity and that current landfill facilities were sufficient. Impacts would be less than significant, and no mitigation was required.

The proposed Project represents a large portion but not all of the development proposed within the SLVNSP. Since the PEIR concluded the solid waste generated by the entire SLVNSP was less than significant in terms of landfill capacity, the wastes generated by the proposed Project would likewise be less than significant, and no mitigation is required.

(e) Solid Waste Regulations. As described in the PEIR Initial Study, the Project operator(s) would be required to coordinate with the waste hauler to develop collection of recyclable materials for the commercial facility on a common schedule as set forth in applicable local, regional, and State programs. Recyclable materials that would be recycled by the commercial facility include paper products, glass, aluminum, and plastic. Additionally, the Project's waste hauler would be required to comply with all applicable local, State, and Federal solid waste disposal standards, thereby ensuring that the solid waste stream to the landfills that serve the commercial facility are reduced in accordance with existing regulations. This potential impact would be considered less than significant.

Conclusion. The PEIR concluded that utility and service demands of the entire SLVNSP were less than significant, and no mitigation was required. Since the proposed Project is a large portion but not all of the development planned under the SLVNSP, the proposed Project would also have less than significant impacts related to utilities and services. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.20 – Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No	No Impact	No	No	No
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 wildfire?	No	No Impact	No	No	No
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?	No	No Impact	No	No	No
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?	No	No Impact	No	No	No

Proposed Project in relation to PEIR

(a) through (d). As described in the PEIR Initial Study, the Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and no impact would occur. The Project would be within the scope of what is permitted by the SLVNSP and what was evaluated in the PEIR and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.21 – Mandatory Findings of Significance

	Effect Not Examined in Program EIR?	Conclusion in Program EIR?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No	Less than Significant with Mitigation	No	No	No
b) Does the Project have impacts that are individually limited, but cumulatively considerable?	No	Less than Significant with Mitigation	No	No	No
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No	Less than Significant Impact	No	No	No

(a) **Significant Biological or Cultural Impacts.** The PEIR identified no endangered or threatened species on or supported by the Project site. As stated in Section 4.4, development of the proposed Project would not cause a fish or wildlife population to drop below self-sustaining levels or restrict the movement/distribution of a rare or endangered species. Development of the proposed Project would result in the conversion of approximately 37.05 acres of vacant, disturbed land to industrial warehouse and retail commercial uses. The proposed Project would not affect any threatened or endangered species or habitat. Impacts to migratory birds, the burrowing owl, and nesting bird species would be mitigated to a less than significant level with adherence to **Mitigation Measures BIO-1 through BIO-3** from the PEIR, which require burrowing owl and nesting surveys prior to ground-disturbing activities, as well as protection for native trees. Potential impacts to onsite biological resources are reduced to a less than significant level with adherence to the identified mitigation measures.

The site once supported the Stewart Ranch but there are no known unique ethnic or cultural values associated with the site, nor are there any Native American, religious, or sacred uses associated with the Project site. There are also no structures present that would be eligible for listing in either the National Register of Historic Places or the California Register of Historical Resources, so they are not considered historical resources under CEQA, and thus there will be no significant impacts resulting from the development of the Project on these resources. **Mitigation Measures TCR-1 through TCR-6 and GEO-1** have been identified to mitigate potential impacts associated with the discovery of unanticipated subsurface historical, archaeological, tribal cultural, and/or paleontological resources (respectively) during excavation operations. Adherence to regulatory requirements and the recommended mitigation measures would reduce potential impacts associated with cultural, historic, or paleontological resources to a less than significant level.

(b) **Cumulative Impacts.** The proposed Project site is located within an area that has been designated for industrial and commercial uses. The PEIR determined that air quality and greenhouse gas impacts from short-term construction and long-term operation of the SLVNSP would be significant, even with adherence to **Mitigation Measures AQ-1 through AQ-6 and GHG-1 through GHG-6** identified in the PEIR. Potential cumulative impacts related to geology and soils (regarding erosion) and water quality are addressed by regulatory compliance regarding erosion control.

The type, scale, and location of the proposed Project is consistent with and less intense than that evaluated in the PEIR, and the Project is consistent with the General Plan and the SLVNSP (zoning) for the Project site. Because of this consistency, the other potential cumulative environmental effects of the proposed Project would fall within those already identified in the PEIR. Therefore, no cumulative impact greater than those identified in the PEIR would result from either the construction or occupation of the proposed Project and implementation of the recommended Project mitigation.

(c) **Substantial Adverse Effects on Human Beings.** As detailed in the preceding responses, development of the proposed Project would not result, either directly or indirectly, in adverse effects to human beings. Short- and long-term construction noise impacts are addressed by **Mitigation Measures NOI-1 and NOI-2**, and no significant noise impacts are anticipated to occur with the implementation of the proposed Project.

As documented in the PEIR, development of the Project site will not result in any significant direct or cumulative impacts related to hydrology (in terms of flooding), hazards, or hazardous materials. In addition, the Health Risk Assessment prepared for the Project shows that there would be no significant cancer or non-cancer health risks from the proposed warehouse or commercial uses on nearby sensitive receptors, so mitigation is not required.

Mitigation Monitoring and Reporting Program

Project: City of Banning – Banning Point Project ***Date: February 10, 2022***

**** denotes mitigation measure is from the Sun Lakes Village North Specific Plan EIR***

Impact Category	Mitigation Measures*	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
Air Quality	**AQ-1* Use Low VOC Paint.** To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g. bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Banning's Building and Safety Division for compliance with this mitigation measure prior to issuance of a building permit.	Prior to issuance of a building permit	Building and Safety Division	Plans to specify use of Low VOC coatings
Air Quality	**AQ-2* Grading Limitations.** During the City's review process for applications under the Specific Plan, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (NOx, CO, PM10, and PM2.5) associated with the maximum daily grading activities estimated for the proposed individual developments one acre or larger. If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, the maximum daily grading activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD's significance thresholds for those emissions. For implementing projects within the Specific Plan, the applicant shall be responsible for submitting a focused project level air quality assessment that includes the modeling of localized on-site emissions associated with daily grading activities anticipated for the proposed development.	Prior to issuance of a grading permit	Planning Division	Submit air quality study for review and approval
Air Quality	**AQ-3* Electrical Hookups for Loading Docks.** Trucks accessing the Project site may have auxiliary power units (APU) and/or transport refrigeration units (TRUs). Therefore, electrical hookups shall be	Prior to issuance of a Certificate of Occupancy	City Inspectors	Verify installation of electrical hookups

Impact Category	Mitigation Measures*	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	installed at all loading docks, and to reduce/replace APU use while trucks are parked along the docks, to allow trucks with APU and/or TRUs with electric standby capabilities to plug in when TRUs are in use to reduce diesel fuel consumption and resulting NOx emissions. The City shall verify electrical hookups have been installed prior to occupancy.			
Air Quality	**AQ-4* Idling Limits.** All facilities shall post signs informing users of requirements limiting idling to five minutes or less pursuant to Title 13 of the California Code of Regulations, Section 2485 in order to reduce diesel fuel consumption and resulting NOx emissions. No overnight/long-term parking will be allowed. The City shall verify signage has been installed prior to occupancy.	Prior to issuance of a Certificate of Occupancy	City Inspectors	Verify installation of signs
Air Quality	**AQ-5* Electric or Natural Gas Service Equipment.** Service equipment (i.e., yard hostlers and forklifts) used within the site shall be electric or compressed natural gas powered to reduce diesel fuel consumption and resulting NOx emissions.	Prior to issuance of a Certificate of Occupancy	Planning Division	Owner/Lessee to provide documentation of vehicle fuel sources
Air Quality	**AQ-6* Electric Vehicle Charging Stations.** Prior to approval of implementing commercial plot plan(s) within the Project the City of Banning Planning Division shall ensure that the plot plan(s) include a minimum of three (3) electric-vehicle charging stations. The electric vehicle charging stations also shall be depicted on building plans for implementing development within Project site. Prior to issuance of occupancy permits for the proposed commercial land uses within the Project site, the City of Banning Building and Safety Department shall ensure that a minimum of three electric vehicle charging stations have been installed on-site.	Prior to approval of implementing plot plan and Certificate of Occupancy	Planning Division	Verify charging stations on site plan
	AQ-7* Heath Risk Assessment. During the City's review process for any future development applications under the Specific Plan that proposes a warehouse or distribution project, the applicant shall submit a Health Risk Assessment pursuant to the "Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis." If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, the following performance-based measures shall be required in order to reduce emissions to less than significant levels. The measures shall include the following:	During project application review and processing	Planning Division	Submit Health Risk Assessment report. This report has been prepared and is included with this Addendum for review and approval by the City

Impact Category	Mitigation Measures*	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	1) Prior to the issuance of any grading permits, the applicant and/or building operators shall submit construction plans and a construction vehicle management plan to the City of Banning denoting the proposed schedule and projected equipment use. The construction vehicle management plan shall include such things as: idling time requirements; requiring hour meters on equipment; and documenting the serial number, horsepower, age, and fuel of all onsite equipment. The plan shall include that California state law requires equipment fleets to limit idling to no more than 5 minutes. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized or that their use was investigated and found to be infeasible for the project as determined by the City. 2) Prior to issuance of an occupancy permit, the operator of a warehouse/distribution center use shall place signs that identify CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and CARB to report violations. 3) Prior to the issuance of an occupancy permit for a warehouse/distribution center use, the City shall require operators of the proposed facilities to encourage the vendor trucks to incorporate energy efficiency improvement features through the Carl Moyer Program— including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires—to reduce fuel consumption. 4) Prior to the issuance of a building permit for a warehouse/distribution center use, the building shall be designed to provide infrastructure to support use of electric-powered forklifts and/or other on-site equipment.			
Biological Resources	**BIO-1* Pre-Construction Burrowing Owl Survey.** Within 30 calendar days prior to grading, a qualified biologist shall implement focused preconstruction surveys. Surveys shall be conducted by a	Within 30 days prior to the start of grading	Planning Division	Developer shall retain qualified biologist and

Impact Category	Mitigation Measures*	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	CDVW-approved biologist prior to the initiation of ground disturbance (including but not limited to mobilization and staging, clearing, grubbing, vegetation removal, fence installation, demolition, and grading). In conformance with Burrowing Owl Survey instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (2006) and California Burrowing Owl Consortium's 1993 protocols (which are recommended by the CDFW), the surveys will consist of a minimum of three site visits. A brief biological technical report will be prepared and submitted to the City that describes the results of the preconstruction survey. The report shall be reviewed by the City prior to the issuance of a grading permit. If the preconstruction survey does not identify burrowing owls in the impact area, a grading permit may be issued without restriction. If it is determined that burrowing owls have colonized the project site prior to the initiation of construction, the project proponent shall immediately inform RCA, USFWS, and CDFW and will be required to prepare a Burrowing Owl Protection and Relocation Plan for approval by RCA, USFWS, and CDFW prior to initiation of ground disturbance. If burrowing owls are determined to be present in areas proposed for ground disturbance, the following avoidance measures will be implemented: a. Occupied burrows shall not be disturbed during the nesting season (March 1 through August 31) unless a qualified biologist approved by CDFW verifies through noninvasive methods that either the birds have not begun egg laying and incubation or that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Owls on-site after March 1 will be assumed to be nesting unless evidence indicates otherwise. This nest protection buffer will be maintained until August 31 or based on monitoring evidence, until the young owls are foraging independently or the nest is no longer active. Unless otherwise authorized by CDFW and/or the RCA, a 250-foot buffer, within which no activity will be permissible, will be maintained between project activities and nesting burrowing owls during the nesting season. This protected area will remain in effect until August 31 or based upon monitoring evidence, until the young owls are foraging independently. For burrowing owls present during the	If owls found onsite prior to grading	Planning Division	submit study to City for review and approval Biologist to prepare a Burrowing Owl Protection and Relocation Plan and submit to resource agencies for review and approval

Impact Category	Mitigation Measures*	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	nonbreeding season (generally September 1 to January 31), a 150-foot buffer zone will be maintained around the occupied burrow(s). b. If there is any possibility that owls will be injured or killed as a result of construction activities, the birds may be passively relocated during the nonbreeding season in coordination with the City, RCA, and CDFW. Relocation of owls will be performed by a qualified biologist using one-way doors, which should be installed in all burrows within the impact area and left in place for at least two nights. Immediately prior to the initiation of grading, these one-way doors will be removed and the burrows backfilled. To avoid the potential for owls evicted from a burrow to occupy other burrows in the impact area, one- way doors will be placed in all potentially suitable burrows in the impact area when eviction occurs. c. Preparation of a Burrowing Owl Protection and Relocation Plan may be required if active and/or passive relocation is necessary. The relocation plan will outline the basic process and provides options for avoidance and mitigation. The relocation plan will be approved by the RCA, USFWS, and CDFW prior to implementation.			
Biological Resources	**BIO-2* Nesting Bird Survey.** Prior to the issuance of a grading permit, the City of Banning Planning Department shall ensure vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through August 31), unless a migratory bird nesting survey is completed in accordance with the following requirements: a) A migratory nesting bird survey of the Project's impact footprint shall be conducted by a qualified biologist within three business (3) days prior to initiating vegetation clearing or ground disturbance. b) A copy of the migratory nesting bird survey results report shall be provided to the City of Banning Planning Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Planning Department with a copy of maps showing the location of all active nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones as determined by a qualified biologist, shall be subject to review and approval by the Planning	Provide setbacks if active nests are found per BIO-1	Planning Division	Monitoring by qualified biologist if needed during grading with final report upon completion

Impact Category	Mitigation Measures*	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	Department. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Planning Department verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.			
Biological Resources	**BIO-3* Native Tree Removal.** Native trees to be impacted by development of projects pursuant to the Specific Plan shall be assessed by a certified arborist as to the viability and value of the trees to determine if mitigation and replacement are required. Removal of healthy, shade-providing, and aesthetically valuable trees shall be strongly discouraged and shall conform with the policies and programs of the City of Banning General Plan. A tree removal and replacement plan shall be required for the removal and replacement of all trees more than 50 years of age unless their removal is required to protect the public health and safety. Each identified tree removed shall be replaced with at least one 36-inch box specimen tree, in addition to any other required landscaping.	Prior to removal of onsite trees	Planning Division	Arborist to certify removal of trees as appropriate per tree removal and replacement plan
Geology and Soils	**GEO-1* Paleontological Resource Impact Mitigation Program.** Prior to the issuance of a grading permit, the Project Proponent shall prepare a paleontological resource impact mitigation program (PRIMP) for the grading and excavation phase of the Project, including both on- and off -site activities. The PRIMP shall be submitted for review and approval to the City of Banning Community Development Department and shall conform to the guidelines of the Society of Vertebrate Paleontology; including the following: a) A trained paleontological monitor shall be present during initial mass grading or deep trenching activities within the Project in sediment areas determined likely to contain paleontological resources. If paleontological resources are located within excavation, the monitoring program will change to full-time. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. The monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples shall be collected and processed to recover microvertebrate fossils. Processing shall include wet screen washing and microscopic	Prior to issuance of a grading permit	Planning Division	Proof qualified paelontologist has been retained and PRIMP has been prepared, approved, and implemented

Impact Category	Mitigation Measures*	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	examination of the residual materials to identify small vertebrate remains. b) Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted in accordance with modern paleontological techniques. c) All fossils collected during the Project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens. d) A report documenting the results of the monitoring and salvage activities and the significance of the fossils will be prepared. All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage. e) All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage.			
Greenhouse Gas Emissions	**GHG-1* GHG Reduction Documentation.** Prior to the issuance of a building permit, documentation that the following GHG reduction measures shall be implemented by future development projects is required. Documentation may consist of a letter stating how the project will comply and identify the verification mechanism for each measure required below (e.g., shown on building plans, landscaping plans, etc.) 1. The project shall devise a comprehensive water conservation strategy to reduce water use during project operation. The strategy will include the following: • Install drought-tolerant plants for landscaping. • Install water-efficient irrigation systems, such as weather-based and soil-moisture- based irrigation controllers and sensors, for landscaping according to the California	Prior to issuance of a building permit	Planning Division	Verification letter accepted demonstrating compliance

Impact Category	Mitigation Measures*	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	Department of Water Resources Model Efficient Landscape Ordinance. • Ensure that all landscape and irrigation measures follow the City of Banning's Landscaping and Water Conservation requirements.			
Greenhouse Gas Emissions	**GHG-2* Building Design.** The project will design building shells, building components, such as windows, roof systems and electrical systems to meet 2016 Title 24 Standards (or applicable requirements in effect at the time a building permit is applied for).	Prior to issuance of a building permit	Community Development Department	Review and approve Title 24 calculations
Greenhouse Gas Emissions	**GHG-3* LEED Features.** Buildings will be designed to provide CALGreen Standards with Leadership in Energy and Environmental Design (LEED) features for potential certification and will employ energy and water conservation measures in accordance with such standards. This includes design considerations related to the building envelope, HVAC, lighting, and power systems. Additionally, the architectural expression such as roofs and windows in the buildings will relate to conserving energy.	Prior to issuance of a building permit	Community Development Department	Provide proof of LEED compliance
Greenhouse Gas Emissions	**GHG-4* Energy Efficient Lighting.** Prior to the issuance of a building permit, building plans shall require that high-efficiency lighting (such as LED lighting that is 34 percent more efficient than fluorescent lighting) be installed within buildings on-site.	Prior to issuance of a building permit	Community Development Department	Plans demonstrate high efficiency lighting to be installed
Greenhouse Gas Emissions	**GHG-5* Efficient Building Materials/Equipment.** The project will utilize building materials/methods and heating equipment that are efficient and reduce emissions that may include, but not limited to, high-efficiency heat pumps; thin insulating materials; windows and building surfaces with tunable optical properties; high efficiency lighting devices; improved software for optimizing building design and operation; low cost, easy to install, energy harvesting sensors and controls; interoperable building communication systems; and optimized control strategies.	Prior to issuance of a building permit	Community Development Department	Plans demonstrate specified materials and equipment provided
Greenhouse Gas Emissions	**GHG-6* Reduce Indoor Water Demand.** Prior to the issuance of a building permit, building plans shall require that all faucets, toilets, and showers installed in the proposed structures utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards.	Prior to issuance of a building permit	Community Development Department	Plans demonstrate specified materials and equipment provided
Noise	**NOI-1* Construction Noise Mitigation Plan.** Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that ongoing during grading and	Prior to issuance of a grading or building permit	Planning Division	Plans demonstrate compliance with restrictions

Impact Category	Mitigation Measures*	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise: 1) The project applicant shall limit construction activities to the daytime hours between 7 AM to 6 PM, as prescribed in Section 8.44.090(E) of the City's Municipal Code. 2) For all project construction zones, all internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers consistent with manufacturer's standards. 3) For all project construction zones, stationary equipment such as generators, air compressors shall be located as far as feasible from nearby noise-sensitive uses. If such stationary equipment produces noise emissions that are directional, said equipment shall be oriented to direct noise emissions away from sensitive receptors. 4) For all project construction zones, stockpiling and staging should be located as far as feasible from nearby noise-sensitive receptors. 5) For construction activity within 50 feet of any noise-sensitive receptors, a temporary noise barrier shall be installed by the applicant/developer. This temporary noise barrier shall be installed prior to the onset of construction and be located between the single-family residences, senior apartments/assisted living/memory care residential facility and the construction zone and all sensitive receptors. The temporary sound barrier shall provide a reduction in noise that will meet the City's construction noise threshold of 55 dBA. The noise barrier shall be a minimum height of 8 feet and be free of gaps and holes and must achieve a Sound Transmission Class (STC) of 35 or greater. The barrier can be either (a) a ¾-inch-thick plywood wall OR (b) a hanging blanket/curtain with a surface density or at least 2 pounds per square foot. For either configuration, the construction side of the barrier shall have an exterior lining of sound absorption material with a Noise Reduction Coefficient (NRC) rating of 0.7 or higher.			
Noise	**NOI-2* Final Acoustical Report.** Prior to issuance of the first building permit for any project, the property owner/developer shall submit a	Prior to issuance of the first building permit	Planning Division	Submit final acoustical report

Impact Category	Mitigation Measures*	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	final acoustical report prepared to the satisfaction of the Planning Director to address potential noise impacts to nearby residences. The report shall demonstrate that the project incorporates sufficient noise-attenuation features if needed so that the City's exterior and interior standards in Municipal Code Sections 8.44.070 and 8.44.090(E) and 4.10 NOISE 4.10-11 in the City's Noise Element are maintained at nearby residences. Compliance can be achieved with (a) sufficient buffering distances so that nearby sensitive receptors are not significantly impacted by future commercial development OR (b) sufficiently high and long sound barrier wall(s) that are placed between commercial noise sources and receptors (for example, in the case of garbage compactor equipment) OR (c) other adequate noise reduction methods that are approved by the Planning Director or their designee. In all cases, the noise reduction measures shall be technically demonstrated to achieve the appropriate target noise level(s) for both exterior and interior environments for nearby residences, as appropriate (e.g., sufficient wall or berm height, sufficient buffering distance, appropriate sound encapsulation/insulation methods, etc.). The individual project owner/developer shall submit the noise mitigation report to the Planning Director for review and approval. Upon approval by the City, the project acoustical design features shall be incorporated into the future development.			for review and approval. This report has been prepared and is included with this Addendum for review and approval by the City
Trans-poration	**VMT-1* Pedestrian Network Improvements.** Prior to the issuance of a building permit, site plans for future development shall provide a pedestrian access network to link areas of the Project site internally and to Sun Lakes Boulevard.	Prior to issuance of a building permit	Planning Division	Verify plans show required pedestrian network improvements
Tribal Cultural Resources	**TCR-1* Retain Qualified Professional Archaeological Monitor.** Prior to the issuance of a grading permit, the Applicant shall retain a qualified professional archaeological monitor who meets U.S. Secretary of the Interior Standards (SOI). The monitor shall be present during all ground disturbing activities to identify any known or suspected archaeological and/or cultural resources. The monitor will conduct an Archaeological Sensitivity Training, in conjunction with the Tribes Tribal Historic Preservation Officer (THPO). The training session will focus on what the archaeological and tribal cultural resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.	Prior to issuance of grading permits or any ground-disturbing activities	Planning Division	Provide staff training and monitor grading

Impact Category	Mitigation Measures*	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
Tribal Cultural Resources	**TCR-2* Archaeological Monitoring and Treatment Plan.** Prior to the issuance of a grading permit, the qualified archaeologist shall develop an Archaeological Monitoring and Treatment Plan to address the details, timing and responsibility of all archaeological and cultural resource activities that occur on the project site, in coordination with Tribe.	Prior to issuance of grading permits or any ground-disturbing activities	Planning Division	Prepare, submit, and obtain approval of Archaeological Monitoring and Treatment Plan
Tribal Cultural Resources	**TCR-3* Tribal Monitoring Agreement.** Prior to the issuance of grading permits, the applicant shall enter into a Tribal monitoring agreement with the Morongo Band of Mission Indians for the project. The Tribal Monitor shall be on-site during all ground disturbing activities including clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind. The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.	Prior to issuance of grading permits or any ground-disturbing activities	Planning Division	Provide signed copy of tribal agreement to the City
Tribal Cultural Resources	**TCR-4* Specific Conditions.** The Morongo Band of Mission Indians requests the following specific conditions to be imposed in order to protect Tribal cultural, and/or archaeological resources within the project area. This includes cultural materials both on the surface and buried. Should human remains be encountered on the surface or during any and all ground-disturbing activity (i.e. grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases, excavation of any kind), work in the immediate vicinity of the discovery shall immediately stop (within 100-foot buffer of the discovery), the area shall be protected, project personnel/observers restricted, and the County Coroner to be contacted pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98. In the event human remains are found and identified as Native American, the landowner shall also notify the City Planning Department so that the City can ensure PRC § 5097.98 is followed. No photographs are to be taken except by the Coroner.	During grading or other ground-disturbing activities	Planning Division	Contact/coordinate with County Coroner and tribal groups as appropriate

Impact Category	Mitigation Measures*	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	A) In the event that Tribal Cultural Resources or other cultural resources are discovered during project development and construction, all work in the immediate vicinity of the discovery shall stop (within 60-foot buffer of the discovery) and the area protected by fencing and guarding until a qualified archaeologist (i.e. meeting Secretary of the Interior standards) assesses the discovery. Overall project work may continue during this period of assessment. B) If archaeological assessment indicates that significant Native American cultural resources or other cultural resources are present, a Treatment Plan must be prepared in consultation with the Tribe. The developer will notify the Lead Agency and contract with qualified Cultural Resources Management (CRM) firm to develop the Treatment Plan. C) If requested by the Tribe, the developer or the project archaeologist shall, in good faith, immediately initiate consultation with the Morongo Band of Mission Indians regarding further actions to be taken including, but not limited to, avoidance, preservation in place, removal, and disposition.			
Tribal Cultural Resources	**TCR-5* Inadvertent Discovery During Grading.** In the event that archaeological or tribal cultural resources are unearthed during ground-disturbing activities, ground-disturbing activities shall stop (within 60-foot buffer of the discovery) or shall be diverted away from the vicinity of the find, so that the find can be evaluated by the qualified Archaeologist. A treatment plan shall be developed by a qualified Archaeologist (meeting SOI standards) in consultation with the Tribe and the City Planning Department to include relinquishment of all artifacts through one of the following methods: A) This reburial area of cultural resource items shall be away from any future impacts and reside in perpetuity. Reburial shall not occur until all cataloguing; analysis and any necessary special studies have been completed on the cultural resources. Details of contents and location of the reburial shall be documented in a Final Report and shall remain as confidential. B) The Tribes Most Likely Descendant (MLD) may wish to rebury the human remains and/or associated funerary objects, as close to the	During grading or other ground-disturbing activities	Planning Department	Halt work and development/ implement a treatment plan

Impact Category	Mitigation Measures*	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	place of their discovery, in an area that will not be subject to future disturbances and reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains will be determined by the landowner, City Planning Department, in consultation with the Tribes Most Likely Descendant (MLD). C) Curation at a Riverside County Curation facility that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers and tribal members for further study. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be provided in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.			
Tribal Cultural Resources	**TCR-6* Documents.** Any and all cultural documents created as a part of the project (Archaeological Monitoring and Treatment Plans, isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to consulting Tribe.	Within 60 days of completion of grading if AMTP documents produced	Planning Department	Qualified archaeologist provides AMTP documents to City

**** denotes mitigation measure is from the Sun Lakes Village North Specific Plan EIR***

6 References

6.1 – List of Preparers

City of Banning (Lead Agency)
Community Development Department
99 East Ramsey Street
Banning, California 92220
(951) 922-3190

- Adam Rush, Community Development Director

MIG (Environmental Analysis)
1650 Spruce Street, Suite 102
Riverside, California 92507
951-787-9222

- Pamela Steele, Principal
- Bob Prasse, Director of Environmental Services
- Kent Norton, AICP, REPA, Senior Project Manager
- Chris Dugan, Director of Air Quality, GHG, and Noise Services
- Phillip Gleason, Senior Environmental Analyst
- Cameron Hile, Senior Analyst
- Amy Paulsen, Senior Analyst

Urban Crossroads, Inc. (Air Quality, GHG, Trip Generation, and VMT Technical Studies)
1001 Dove Street, Suite 260
Newport Beach, CA 92660
(949) 660-1994

- Haseeb Qureshi, Associate Principal
- Alex So, Senior Analyst

6.2 – Persons and Organizations Consulted

None

6.3 – Bibliography

City of Banning (City), 2006a. City of Banning General Plan. City Community Development Department and Terra Nova Planning & Research, Inc. January 31, 2006.

City of Banning (City), 2006b. General Plan Final Environmental Impact Report (SCH# 2005011039). City Community Development Department and Terra Nova Planning & Research, Inc. January 18, 2006.

Romo Planning Group (RPG), 2020a. Sun Lakes Village North Specific Plan, Amendment 5, Draft Environmental Impact Report (SCH# 2020029074) and Appendices (including Appendix A – Initial Study and Notice of Preparation). September 9, 2020.

Romo Planning Group (RPG), 2020b. Sun Lakes Village North Specific Plan, Amendment 5. November 4, 2020.

Urban Crossroads, Inc. (UC), 2021a. Banning Point Air Quality, Greenhouse Gas, and Health Risk Assessment Memorandum. July 19, 2021, updated February 10, 2022 (Appendix A).

Urban Crossroads, Inc. (UC), 2021b. Banning Point (TPM 38164) Traffic Assessment. January 3, 2022, updated February 8, 2022 (Appendix B).

Urban Crossroads, Inc. (UC), 2021c. Banning Point Vehicle Miles Traveled (VMT) Analysis. October 20, 2021 (Appendix C).

Urban Crossroads, Inc. (UC). 2022. Banning Point Noise and Vibration Impact Assessment. November 29, 2021, updated February 7, 2022 (Appendix D).

Appendix A

Air Quality, Greenhouse Gas, & Health Risk Assessment Memorandum

February 10, 2022

Mr. Adam Rush
City of Banning
99 E. Ramsey Street
Banning, CA 92220

SUBJECT: BANNING POINT AIR QUALITY, GREENHOUSE GAS, & HEALTH RISK ASSESSMENT MEMORANDUM

Dear Mr. Adam Rush:

Urban Crossroads, Inc. is pleased to provide the following Air Quality, Greenhouse Gas, & Health Risk Assessment Memorandum for the Banning Point Project ("Project"), which is located on the northeast corner of Sun Lake Village Drive and Sun Lake Boulevard in the City of Banning, as shown on Exhibit A. The nearest sensitive residential land uses are located east and south of the project site. Specifically, the following assessment has been prepared in support of the proposed Project CEQA Addendum/Consistency Checklist to determine whether the proposed Project would result in new or substantially different air quality, greenhouse gas, or health risk impacts than those considered and addressed in the Sun Lakes Village North Specific Plan Amendment No. 5 Final Environmental Impact Report (referred to as "Certified EIR") dated October 28, 2020.

PROJECT DESCRIPTION

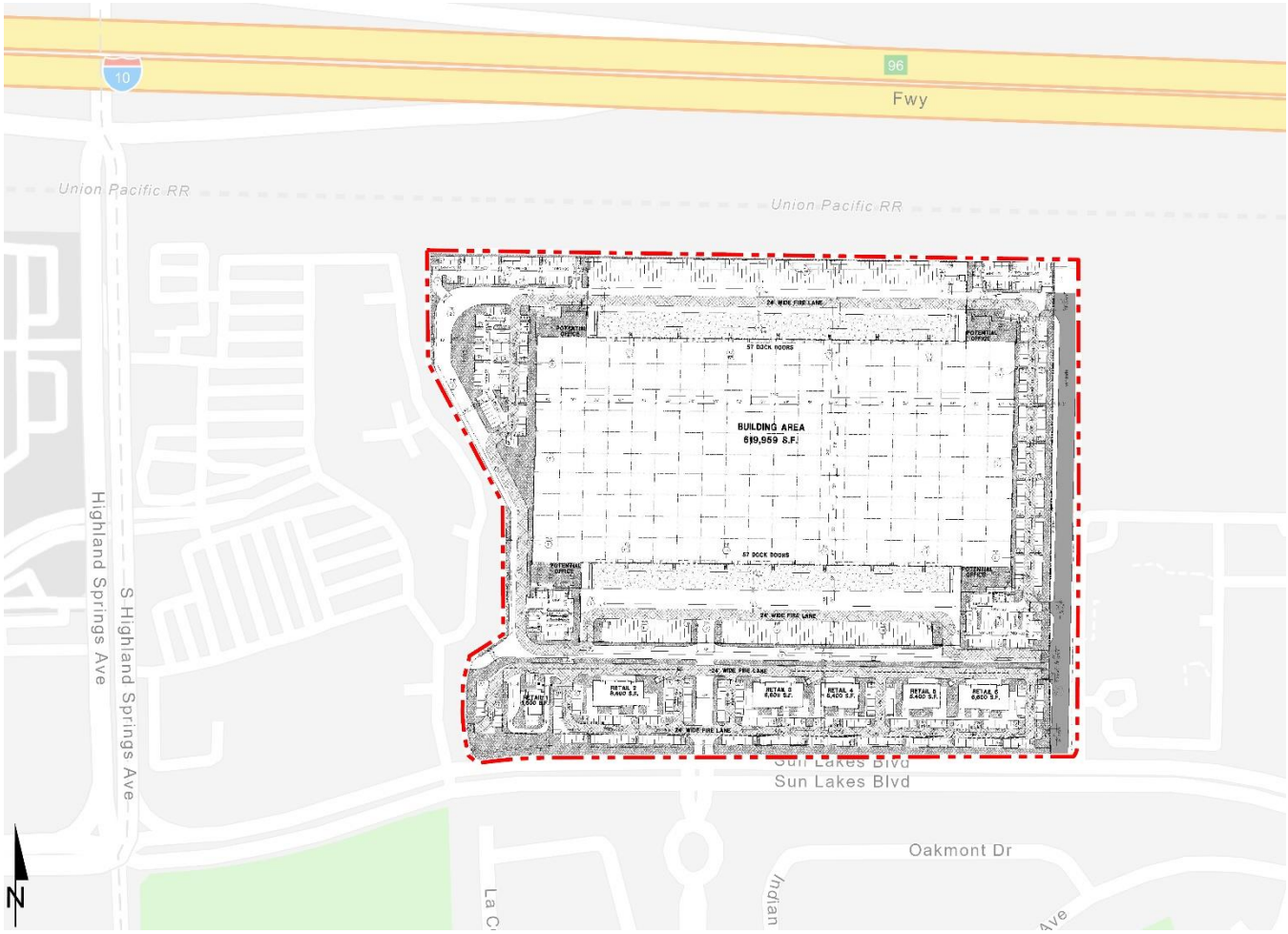
The Certified EIR evaluated the development of 877,298 square feet of industrial park use and 37,189 square feet of commercial retail use within the area bounded by the proposed Project. There was also 52,065 square feet of medical office use evaluated in the Certified EIR, however, this portion of the Specific Plan lies outside of the proposed Project boundary. As such, only the industrial park and commercial retail uses have been contemplated for the purposes of this assessment.

The Project is proposed to consist of 464,969 square feet of high-cube fulfillment center warehouse use (75% of the industrial use), 154,990 square feet of high-cube cold storage warehouse use (25% of the industrial use), 16,200 square feet of fast-food restaurant without drive-through window use, 1,600 square feet of coffee-donut shop with drive-through window use, and 16,200 square feet of shopping center use as shown on Exhibit B. Consistent with the Certified EIR, the industrial uses are proposed on the northern end of the site with the commercial retail uses fronting Sun Lakes Boulevard to the south.

EXHIBIT A: LOCATION MAP



EXHIBIT B: SITE PLAN



CERTIFIED EIR MITIGATION MEASURES

The Certified EIR included the following mitigation measures. The proposed Project is required to implement the following mitigation measures as follows.

AQ 1- Use Low VOC Paint: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g. bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Banning's Building and Safety Division for compliance with this mitigation measure prior to issuance of a building permit.

AQ-2: Grading Limitations. During the City's review process for applications under the Specific Plan, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (NOx, CO, PM10, and PM2.5) associated with the maximum daily grading activities estimated for the proposed individual developments one acre or larger. If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, the maximum daily grading activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD's significance thresholds for those emissions. For implementing projects within the Specific Plan, the applicant shall be responsible for submitting a focused project-level air quality assessment that includes the modeling of localized on-site emissions associated with daily grading activities anticipated for the proposed development.

AQ 3-Electrical Hookups for Loading Docks: *Trucks accessing the Project site may have auxiliary power units (APU) and/or transport refrigeration units (TRUs). Therefore, electrical hookups shall be installed at all loading docks, and to reduce/replace APU use while trucks are parked along the docks, to allow trucks with APU and/or TRUs with electric standby capabilities to plug in when TRUs are in use to reduce diesel fuel consumption and resulting NOx emissions. The City shall verify electrical hookups have been installed prior to occupancy.*

AQ 4-Idiling Limits: All facilities shall post signs informing users of requirements limiting idling to five minutes or less pursuant to Title 13 of the California Code of Regulations, Section 2485 in order to reduce diesel fuel consumption and resulting NOx emissions. No overnight/long-term parking will be allowed. The City shall verify signage has been installed prior to occupancy.

AQ 5-Electric or Natural Gas Service

Equipment: Service equipment (i.e., yard hostlers and forklifts) used within the site shall be electric or compressed natural gas powered to reduce diesel fuel consumption and resulting NOx emissions.

AQ-6-Electric Vehicle Charging Stations:

Prior to approval of implementing commercial plot plan(s) within the Project the City of Banning Planning Division shall

ensure that the plot plan(s) include a minimum of three (3) electric-vehicle charging stations. The electric vehicle

charging stations also shall be depicted on building plans for implementing development within Project site. Prior to issuance of occupancy permits for the proposed commercial land uses within the Project site, the City of Banning Building and Safety Department shall ensure that a minimum of three electric vehicle charging stations have been installed on-site.

AQ-7-Health Risk Assessment:

During the City's review process for any future development applications under the Specific Plan that proposes a warehouse or distribution project, the applicant shall submit a Health Risk Assessment for that is prepared pursuant to the "Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis." If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, …performance-based measures shall be required in order reduce emissions to less than significant levels.

GHG-1: GHG Reduction Documentation. Prior to the issuance of a building permit, documentation that the following GHG reduction measures shall be implemented by future development projects is required. Documentation may consist of a letter stating how the project will comply and identify the verification mechanism for each measure required below (e.g. shown on building plans, landscaping plans, etc.) The project shall devise a comprehensive water conservation strategy to reduce water use during project operation. The strategy will include the following:

1) Install drought-tolerant plants for landscaping.

2) Install water-efficient irrigation systems, such as weather-based and soil-moisture- based irrigation controllers and sensors, for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance.

3) Ensure that all landscape and irrigation measures follow the City of Banning's Landscaping and Water Conservation requirements.

GHG-2: Building Design. The project will design building shells, building components, such as windows, roof systems and electrical systems to meet 2016 Title 24 Standards (or applicable requirements in effect at the time a building permit is applied for).

GHG-3: LEED Features. Buildings will be designed to provide CALGreen Standards with Leadership in Energy and Environmental Design (LEED) features for potential certification and will employ energy and water conservation measures in accordance with such standards. This includes design considerations related to the building envelope, HVAC, lighting, and power systems. Additionally, the architectural expression such as roofs and windows in the buildings will relate to conserving energy.

GHG-4. Energy Efficient Lighting. Prior to the issuance of a building permit, building plans shall require that high-efficiency lighting (such as LED lighting that is 34 percent more efficient than fluorescent lighting) be installed within buildings on-site.

GHG-5. Efficient Building Materials/Equipment. The project will utilize building materials/methods and heating equipment that are efficient and reduce emissions that may include, but not limited to, high-efficiency heat pumps; thin insulating materials; windows and building surfaces with tunable optical properties; high efficiency lighting devices; improved software for optimizing building design and operation; low cost, easy to install, energy harvesting sensors and controls; interoperable building communication systems; and optimized control strategies.

GHG-6. Reduce Indoor Water Demand. Prior to the issuance of a building permit, building plans shall require that all faucets, toilets, and showers installed in the proposed structures utilize low-flow *fixtures that would reduce indoor water demand by 20% per CalGreen Standards.*

CURRENTLY APPROVED PROJECT EMISSIONS

The Certified EIR evaluated the development of 877,298 square feet of industrial park use and 37,189 square feet of commercial retail use within the area bounded by the proposed Project. There was also 52,065 square feet of medical office use evaluated in the Certified EIR, however, this portion of the Specific Plan lies outside of the proposed Project boundary. As such, only the impacts of the industrial park and commercial retail uses have been addressed in this assessment. This portion of the project approved in the Specific Plan and analyzed in the Certified EIR is called the "Currently Approved Project". Tables 1 and 2 summarize the operational air quality and greenhouse gas emissions that would result from the Currently Approved Project.

TABLE 1: CURRENTLY APPROVED PROJECT MAXIMUM DAILY OPERATIONAL AIR QUALITY EMISSIONS SUMMARY

	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Total Maximum Daily Emissions	29.14	36.80	106.96	0.39	33.62	9.42

TABLE 2: CURRENTLY APPROVED GHG EMISSIONS SUMMARY

Emission Source	Emissions (MT/yr)
	Total CO_2E
Total CO_2E (All Sources)	8,190.53

PROPOSED PROJECT EMISSIONS

AIR QUALITY

CONSTRUCTION ACTIVITY

Construction emissions associated with the proposed Project are summarized on Table 3. As shown, the proposed Project's construction-related activity would not exceed the applicable regional significance thresholds and a less than significant impact would occur and no mitigation beyond the required mitigation from the Certified EIR would be required.

TABLE 3: PROPOSED PROJECT MAXIMUM DAILY CONSTRUCTION AIR QUALITY EMISSIONS SUMMARY

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2021	5.45	61.48	32.60	0.08	14.13	6.85
2022	19.30	51.68	64.23	0.17	13.55	6.36
2023	7.89	39.86	40.89	0.09	7.82	2.84
Winter						
2021	5.44	61.52	32.46	0.08	14.13	6.85
2022	19.11	52.13	59.20	0.16	13.55	6.36
2023	7.85	39.96	39.78	0.09	7.82	2.84
Maximum Daily Emissions	**19.30**	**61.52**	**64.23**	**0.17**	**14.13**	**6.85**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

LOCALIZED CONSTRUCTION EMISSIONS

Pursuant to MM AQ-2 of the Certified EIR, the following analysis is presented to determine if the proposed Project would be required to implement any limitations on grading activity to prevent localized impacts to nearby receptors. The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology) (5). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs). The SCAQMD established LSTs in response to the

SCAQMD Governing Board's Environmental Justice Initiative I-4[1]. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses. Table 4 includes a summary of the Project's construction localized emissions compared to the applicable thresholds.

TABLE 4: PROJECT CONSTRUCTION LOCALIZED SIGNIFICANCE AIR QUALITY EMISSIONS SUMMARY

Maximum On-Site Construction Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	60.71	31.21	13.82	6.75
SCAQMD Localized Threshold	236	2,817	38	12
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

OPERATIONAL ACTIVITY

Operational emissions associated with the proposed Project are summarized on Table 5. As shown, the proposed Project's operational-related activity would not exceed the applicable regional significance thresholds and a less than significant impact would occur and no mitigation beyond the required mitigation from the Certified EIR would be required. Table 6 summarizes the operational air quality localized emissions resulting from the Project. These emissions totals include potential emissions that may result from transport refrigeration units (TRUs) associated with the refrigerated portion of the Project.

TABLE 5: PROJECT OPERATIONAL MAXIMUM DAILY OPERATIONAL AIR QUALITY EMISSIONS SUMMARY

	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Total Maximum Daily Emissions	28.67	49.96	162.6	0.54	48.91	13.72
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[1] The purpose of SCAQMD's Environmental Justice program is to ensure that everyone has the right to equal protection from air pollution and fair access to the decision-making process that works to improve the quality of air within their communities. Further, the SCAQMD defines Environmental Justice as "…equitable environmental policymaking and enforcement to protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution."

TABLE 6: PROJECT OPERATIONAL LOCALIZED SIGNIFICANCE AIR QUALITY EMISSIONS SUMMARY

Maximum On-Site Construction Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	6.95	7.65	1.96	0.63
SCAQMD Localized Threshold	236	2,817	10	3
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

GREENHOUSE GAS EMISSIONS

Construction and operational GHG emissions associated with the proposed Project are summarized on Table 7. These emissions totals include potential emissions that may result from transport refrigeration units (TRUs) associated with the refrigerated portion of the Project. As shown, the proposed Project's GHG emissions would exceed the applicable significance thresholds consistent with the finding identified in the Certified EIR. This is not a new or more severe impact than what was already disclosed in the Certified EIR.

TABLE 7: PROJECT GHG EMISSIONS SUMMARY

Emission Source	Emissions (MT/yr)
	Total CO_2E
Total Annual Emissions (Amortized Construction + Operations)	8,812.61
SCAQMD Interim Threshold	3,000
Significant?	**YES**

HEALTH RISK ASSESSMENT

Pursuant to MM AQ-7, a diesel health risk assessment has been prepared. This analysis evaluates the potential mobile source health risk impacts to receptors (residents or workers) associated with the development of the Project. Health risk exposures were modeled in accordance with the guidelines in the SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis. SCAQMD recommends using the Environmental Protection Agency's (U.S. EPA's) AERMOD model which has been employed accordingly. Risk calculations were conducted consistent with the Office of Environmental Health Hazards Assessment (OEHHA)'s 2015 Risk Assessment Guidelines. Detailed health risk modeling results are presented at Appendix B to this Memorandum.

RECEPTOR LOCATIONS

To assess the potential for long-term operational impacts, the following receptor locations, as shown on Exhibit C, were identified as representative locations for focused analysis. To describe the potential off-site Project health risks, five receptor locations in the vicinity of the Project site were identified. All distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever is closer to the Project site.

R1: Location R1 represents the existing residence at 5778 Joshua Palmer Way, approximately 543 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R1 is placed at the building façade.

R2: Location R2 represents the residence at 301 Northwood Avenue, approximately 725 feet east of the Project site. Receptor R2 is placed at the private outdoor living area (backyard).

R3: Location R3 represents the existing Assisted Living and Memory Care at 5801Sun Lakes Boulevard, approximately 110 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R3 is placed at the building façade.

R4: Location R4 represents the existing residence at 5831 Oakmont Drive, approximately 115 feet south of the Project site. Receptor R4 is placed at the private outdoor living area (backyard).

R5: Location R5 represents the existing residence at 6111 Wingfoot Avenue, approximately 134 feet south of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R5 is placed at the building façade.

TAC EMISSIONS AND RISK ESTIMATE

More specifically the analysis presented here evaluates potential health risk impacts that could result from exposure to Toxic Air Contaminants (TACs), including diesel particulate matter (DPM) generated by heavy-duty diesel trucks from on-site idling, on-site travel, and off-site travel, and emissions associated with TRUs. The modeled source area is shown on Exhibit D.

At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to the Project is estimated at 1.67 in one million, which is less than the SCAQMD threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable SCAQMD threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk at any potentially affected receptors.

EXHIBIT C: RECEPTOR LOCATIONS



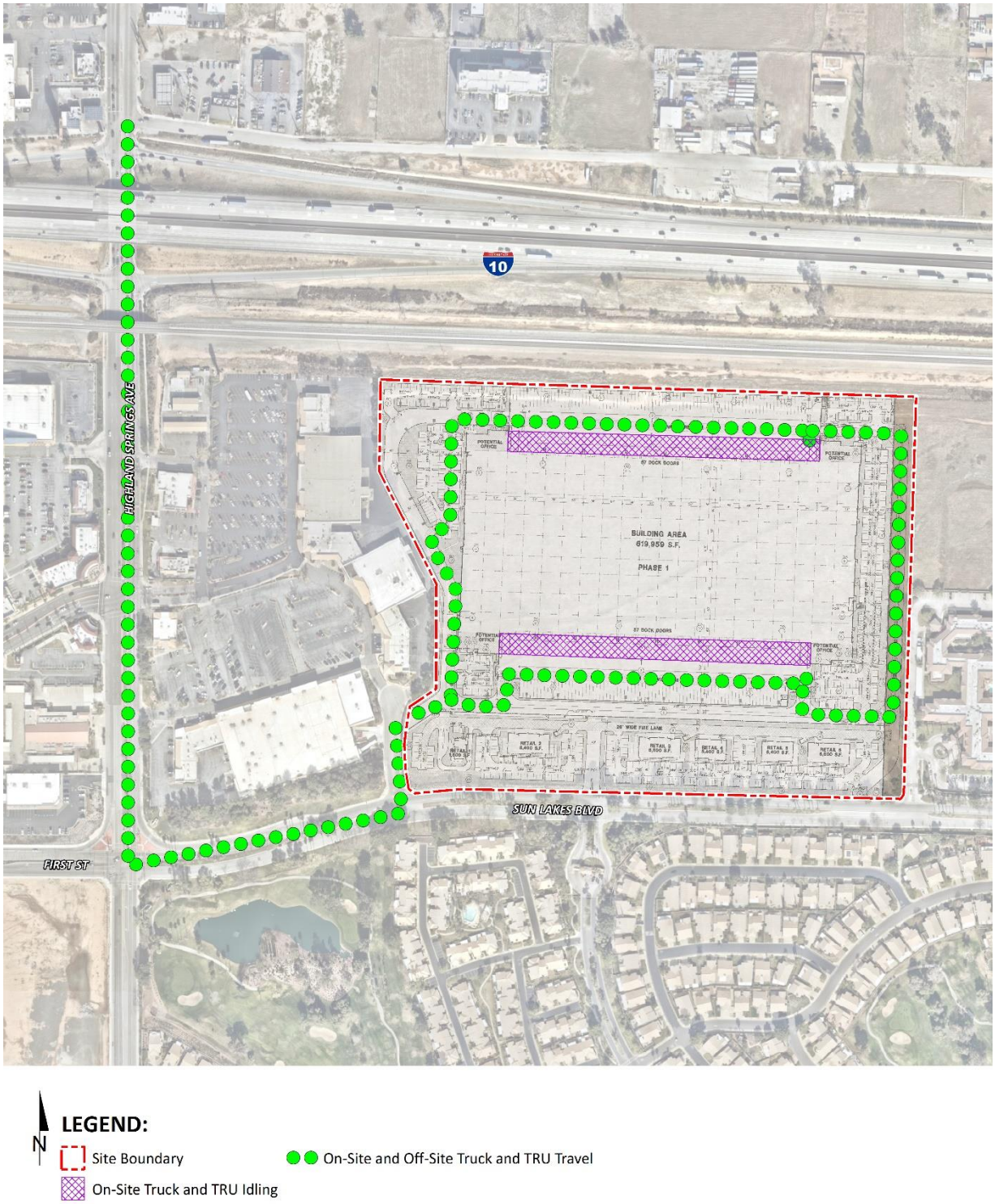
LEGEND:

N

Receptor Locations

Distance from receiver to Project site boundary (in feet)

EXHIBIT D: MODELED SOURCE LOCATIONS



AIR QUALITY AND GREENHOUSE GAS EMISSIONS COMPARISON

Tables 8 and 9 compare air quality and greenhouse gas emissions associated with the Currently Approved Project to the proposed Project. As shown, emissions would result in a slight increase with respect to air quality and greenhouse gas emissions associated with the Project. Notwithstanding, the Project would not result in a new or substantially more severe air quality or greenhouse gas impact than what was previously disclosed in the Certified EIR. As shown on Table 8, the Currently Approved Project, the proposed Project, and the variance between the two projects, *do not* exceed the applicable SCAQMD regional thresholds of significance.

TABLE 8: AIR QUALITY EMISSIONS COMPARISON

Project	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Currently Approved Project	29.14	36.80	106.96	0.39	33.62	9.42
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Proposed Project	28.67	49.96	162.6	0.54	48.91	13.72
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Variance	***-0.47***	***13.16***	***55.64***	***0.15***	***15.29***	***4.30***
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Similarly, as shown on Table 9, the Currently Approved Project and proposed Project both exceed the SCAQMD interim GHG threshold. Although the proposed Project results in a slight increase of 604.87 metric tons of GHG emissions compared to the Currently Approved Project, this increase does not constitute a substantially more severe GHG impact than what was disclosed in the Certified EIR. There is no established metric for determining whether an increase in GHG emissions constitutes a substantially more severe impact. As such, it is appropriate to use the SCAQMD interim threshold to determine whether the increase is substantially more severe. As shown on Table 9, the increase in emissions would *not* exceed the SCAQMD interim numeric threshold, therefore the potential impact is not substantially more severe than what was previously disclosed in the Certified EIR.

TABLE 9: GHG EMISSIONS COMPARISON

Project	Annual Emissions ($MTCO_2e$)
Currently Approved Project	8,190.53
SCAQMD Interim Threshold	3,000
Significant?	**YES**
Proposed Project	8,812.61
SCAQMD Interim Threshold	3,000
Significant?	**YES**
Variance	***622.08***
SCAQMD Interim Threshold	3,000
Significant?	**NO**

Respectfully submitted,

URBAN CROSSROADS, INC.



Haseeb Qureshi,
Associate Principal

REFERENCES

1. **South Coast Air Quality Management District.** *Localized Significance Thresholds Methodology.* s.l. : South Coast Air Quality Managment District, 2003.

ATTACHMENT A

CURRENTLY APPROVED PROJECT CALEEMOD OPERATIONAL MODEL OUTPUTS

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Currently Approved Operations)

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	877.30	1000sqft	20.14	877,298.00	0
Other Asphalt Surfaces	16.06	Acre	16.06	699,573.60	0
Regional Shopping Center	37.19	1000sqft	0.85	37,189.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	353.15	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2022

Land Use -

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Busniess Survey Results (2014)

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	50.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFleetMix	HHD	0.02	0.04
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.53	0.50
tblFleetMix	LDA	0.53	0.55
tblFleetMix	LDT1	0.06	0.05
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.16
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LHD1	0.03	0.06
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD2	7.4220e-003	0.02
tblFleetMix	LHD2	7.4220e-003	8.0000e-003
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.15
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MHD	0.01	0.03
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHorsePower	97.00	200.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	3.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	353.15
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	11.00	34.00
tblVehicleTrips	PR_TP	54.00	66.00
tblVehicleTrips	ST_TR	46.12	44.15
tblVehicleTrips	SU_TR	21.10	20.20
tblVehicleTrips	WD_TR	3.37	3.37
tblVehicleTrips	WD_TR	37.75	36.14

2.0 Emissions Summary

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	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)

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest		

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	3.7844	1.1000e-004	0.0119	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0231	0.0231	6.0000e-005	0.0000	0.0246
Energy	0.0167	0.1515	0.1273	9.1000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	1,528.7445	1,528.7445	0.1190	0.0185	1,537.2243
Mobile	1.1503	5.1595	14.6949	0.0552	5.0604	0.0666	5.1270	1.3574	0.0630	1.4203	0.0000	5,148.5714	5,148.5714	0.1273	0.3062	5,243.0007
Offroad	0.0668	0.6940	0.4153	1.7400e-003		0.0240	0.0240		0.0220	0.0220	0.0000	152.3763	152.3763	0.0493	0.0000	153.6083
Waste						0.0000	0.0000		0.0000	0.0000	228.7505	0.0000	228.7505	13.5188	0.0000	566.7197
Water						0.0000	0.0000		0.0000	0.0000	65.2370	431.9053	497.1423	6.7372	0.1631	714.1765
Total	**5.0182**	**6.0052**	**15.2494**	**0.0579**	**5.0604**	**0.1021**	**5.1625**	**1.3574**	**0.0965**	**1.4539**	**293.9876**	**7,261.6205**	**7,555.6081**	**20.5516**	**0.4878**	**8,214.7542**

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	3.7844	1.1000e-004	0.0119	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0231	0.0231	6.0000e-005	0.0000	0.0246
Energy	0.0167	0.1515	0.1273	9.1000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	1,528.7445	1,528.7445	0.1190	0.0185	1,537.2243
Mobile	1.1503	5.1595	14.6949	0.0552	5.0604	0.0666	5.1270	1.3574	0.0630	1.4203	0.0000	5,148.5714	5,148.5714	0.1273	0.3062	5,243.0007
Offroad	0.0668	0.6940	0.4153	1.7400e-003		0.0240	0.0240		0.0220	0.0220	0.0000	152.3763	152.3763	0.0493	0.0000	153.6083
Waste						0.0000	0.0000		0.0000	0.0000	228.7505	0.0000	228.7505	13.5188	0.0000	566.7197
Water						0.0000	0.0000		0.0000	0.0000	65.2370	431.9053	497.1423	6.7372	0.1631	714.1765
Total	**5.0182**	**6.0052**	**15.2494**	**0.0579**	**5.0604**	**0.1021**	**5.1625**	**1.3574**	**0.0965**	**1.4539**	**293.9876**	**7,261.6205**	**7,555.6081**	**20.5516**	**0.4878**	**8,214.7542**

	ROG	NOx	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	10/4/2021	10/3/2021	5	0	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 16.06

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; 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	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

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	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	1.1503	5.1595	14.6949	0.0552	5.0604	0.0666	5.1270	1.3574	0.0630	1.4203	0.0000	5,148.5714	5,148.5714	0.1273	0.3062	5,243.0007
Unmitigated	1.1503	5.1595	14.6949	0.0552	5.0604	0.0666	5.1270	1.3574	0.0630	1.4203	0.0000	5,148.5714	5,148.5714	0.1273	0.3062	5,243.0007

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	2,957.99	2,228.34	1087.85	10,286,566	10,286,566
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	1,344.00	1,641.99	751.21	2,972,244	2,972,244
Total	4,301.98	3,870.33	1,839.06	13,258,810	13,258,810

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
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	66	0	34

4.4 Fleet Mix

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.500000	0.053000	0.162000	0.135000	0.063000	0.017000	0.027000	0.043000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Regional Shopping Center	0.549000	0.058000	0.178000	0.148000	0.028000	0.008000	0.012000	0.019000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	1,363.7997	1,363.7997	0.1159	0.0155	1,371.2994
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,363.7997	1,363.7997	0.1159	0.0155	1,371.2994
NaturalGas Mitigated	0.0167	0.1515	0.1273	9.1000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	164.9448	164.9448	3.1600e-003	3.0200e-003	165.9249
NaturalGas Unmitigated	0.0167	0.1515	0.1273	9.1000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	164.9448	164.9448	3.1600e-003	3.0200e-003	165.9249

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Industrial Park	3.00913e+006	0.0162	0.1475	0.1239	8.9000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	160.5788	160.5788	3.0800e-003	2.9400e-003	161.5330
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	81815.8	4.4000e-004	4.0100e-003	3.3700e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3660	4.3660	8.0000e-005	8.0000e-005	4.3920
Total		**0.0167**	**0.1515**	**0.1273**	**9.1000e-004**		**0.0115**	**0.0115**		**0.0115**	**0.0115**	**0.0000**	**164.9448**	**164.9448**	**3.1600e-003**	**3.0200e-003**	**165.9249**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Industrial Park	3.00913e+006	0.0162	0.1475	0.1239	8.9000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	160.5788	160.5788	3.0800e-003	2.9400e-003	161.5330
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	81815.8	4.4000e-004	4.0100e-003	3.3700e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3660	4.3660	8.0000e-005	8.0000e-005	4.3920
Total		**0.0167**	**0.1515**	**0.1273**	**9.1000e-004**		**0.0115**	**0.0115**		**0.0115**	**0.0115**	**0.0000**	**164.9448**	**164.9448**	**3.1600e-003**	**3.0200e-003**	**165.9249**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	8.06237e+006	1,291.4798	0.1097	0.0146	1,298.5817
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	451474	72.3200	6.1400e-003	8.2000e-004	72.7177
Total		**1,363.7997**	**0.1159**	**0.0155**	**1,371.2994**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	8.06237e+006	1,291.4798	0.1097	0.0146	1,298.5817
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	451474	72.3200	6.1400e-003	8.2000e-004	72.7177
Total		**1,363.7997**	**0.1159**	**0.0155**	**1,371.2994**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	3.7844	1.1000e-004	0.0119	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0231	0.0231	6.0000e-005	0.0000	0.0246
Unmitigated	3.7844	1.1000e-004	0.0119	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0231	0.0231	6.0000e-005	0.0000	0.0246

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	0.4336					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.3497					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1100e-003	1.1000e-004	0.0119	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0231	0.0231	6.0000e-005	0.0000	0.0246
Total	**3.7844**	**1.1000e-004**	**0.0119**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0231**	**0.0231**	**6.0000e-005**	**0.0000**	**0.0246**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.4336					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.3497					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1100e-003	1.1000e-004	0.0119	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0231	0.0231	6.0000e-005	0.0000	0.0246
Total	**3.7844**	**1.1000e-004**	**0.0119**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0231**	**0.0231**	**6.0000e-005**	**0.0000**	**0.0246**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	497.1423	6.7372	0.1631	714.1765
Unmitigated	497.1423	6.7372	0.1631	714.1765

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	202.876 / 0	487.5178	6.6467	0.1609	701.6281
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.75476 / 1.6884	9.6246	0.0905	2.2200e-003	12.5484
Total		**497.1424**	**6.7372**	**0.1631**	**714.1765**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	202.876 / 0	487.5178	6.6467	0.1609	701.6281
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.75476 / 1.6884	9.6246	0.0905	2.2200e-003	12.5484
Total		**497.1424**	**6.7372**	**0.1631**	**714.1765**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	228.7505	13.5188	0.0000	566.7197
Unmitigated	228.7505	13.5188	0.0000	566.7197

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	1087.85	220.8237	13.0503	0.0000	547.0814
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	39.05	7.9268	0.4685	0.0000	19.6383
Total		**228.7505**	**13.5188**	**0.0000**	**566.7197**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	1087.85	220.8237	13.0503	0.0000	547.0814
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	39.05	7.9268	0.4685	0.0000	19.6383
Total		**228.7505**	**13.5188**	**0.0000**	**566.7197**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Tractors/Loaders/Backhoes	3	4.00	365	200	0.37	CNG

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Tractors/Loaders/ Backhoes	0.0668	0.6940	0.4153	1.7400e-003		0.0240	0.0240		0.0220	0.0220	0.0000	152.3763	152.3763	0.0493	0.0000	153.6083
Total	**0.0668**	**0.6940**	**0.4153**	**1.7400e-003**		**0.0240**	**0.0240**		**0.0220**	**0.0220**	**0.0000**	**152.3763**	**152.3763**	**0.0493**	**0.0000**	**153.6083**

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

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Currently Approved Operations)

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	877.30	1000sqft	20.14	877,298.00	0
Other Asphalt Surfaces	16.06	Acre	16.06	699,573.60	0
Regional Shopping Center	37.19	1000sqft	0.85	37,189.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	353.15	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2022

Land Use -

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Busniess Survey Results (2014)

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	50.00	0.00

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFleetMix	HHD	0.02	0.04
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.53	0.50
tblFleetMix	LDA	0.53	0.55
tblFleetMix	LDT1	0.06	0.05
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.16
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LHD1	0.03	0.06
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD2	7.4220e-003	0.02
tblFleetMix	LHD2	7.4220e-003	8.0000e-003
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.15
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MHD	0.01	0.03
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHorsePower	97.00	200.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	3.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	353.15
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	11.00	34.00
tblVehicleTrips	PR_TP	54.00	66.00
tblVehicleTrips	ST_TR	46.12	44.15
tblVehicleTrips	SU_TR	21.10	20.20
tblVehicleTrips	WD_TR	3.37	3.37
tblVehicleTrips	WD_TR	37.75	36.14

2.0 Emissions Summary

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	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**

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	20.7393	8.7000e-004	0.0952	1.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		0.2037	0.2037	5.4000e-004		0.2171
Energy	0.0913	0.8302	0.6974	4.9800e-003		0.0631	0.0631		0.0631	0.0631		996.2765	996.2765	0.0191	0.0183	1,002.1969
Mobile	8.8284	31.2178	106.7092	0.3734	33.0624	0.4256	33.4880	8.8553	0.4023	9.2576		38,338.2099	38,338.2099	0.8827	2.1287	38,994.6265
Offroad	0.3661	3.8029	2.2758	9.5100e-003		0.1312	0.1312		0.1207	0.1207	0.0000	920.3632	920.3632	0.2977		927.8048
Total	**30.0251**	**35.8518**	**109.7775**	**0.3879**	**33.0624**	**0.6203**	**33.6827**	**8.8553**	**0.5864**	**9.4417**	**0.0000**	**40,255.0533**	**40,255.0533**	**1.2000**	**2.1470**	**40,924.8453**

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	lb/day										lb/day					
Area	20.7393	8.7000e-004	0.0952	1.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		0.2037	0.2037	5.4000e-004		0.2171
Energy	0.0913	0.8302	0.6974	4.9800e-003		0.0631	0.0631		0.0631	0.0631		996.2765	996.2765	0.0191	0.0183	1,002.1969
Mobile	8.8284	31.2178	106.7092	0.3734	33.0624	0.4256	33.4880	8.8553	0.4023	9.2576		38,338.2099	38,338.2099	0.8827	2.1287	38,994.6265
Offroad	0.3661	3.8029	2.2758	9.5100e-003		0.1312	0.1312		0.1207	0.1207	0.0000	920.3632	920.3632	0.2977		927.8048
Total	**30.0251**	**35.8518**	**109.7775**	**0.3879**	**33.0624**	**0.6203**	**33.6827**	**8.8553**	**0.5864**	**9.4417**	**0.0000**	**40,255.0533**	**40,255.0533**	**1.2000**	**2.1470**	**40,924.8453**

	ROG	NOx	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	10/4/2021	10/3/2021	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Paving: 16.06

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; 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	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

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	0	0.00	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					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	8.8284	31.2178	106.7092	0.3734	33.0624	0.4256	33.4880	8.8553	0.4023	9.2576		38,338.2099	38,338.2099	0.8827	2.1287	38,994.6265
Unmitigated	8.8284	31.2178	106.7092	0.3734	33.0624	0.4256	33.4880	8.8553	0.4023	9.2576		38,338.2099	38,338.2099	0.8827	2.1287	38,994.6265

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	2,957.99	2,228.34	1087.85	10,286,566	10,286,566
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	1,344.00	1,641.99	751.21	2,972,244	2,972,244
Total	4,301.98	3,870.33	1,839.06	13,258,810	13,258,810

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
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	66	0	34

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.500000	0.053000	0.162000	0.135000	0.063000	0.017000	0.027000	0.043000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regional Shopping Center	0.549000	0.058000	0.178000	0.148000	0.028000	0.008000	0.012000	0.019000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	0.0913	0.8302	0.6974	4.9800e-003		0.0631	0.0631		0.0631	0.0631		996.2765	996.2765	0.0191	0.0183	1,002.1969
NaturalGas Unmitigated	0.0913	0.8302	0.6974	4.9800e-003		0.0631	0.0631		0.0631	0.0631		996.2765	996.2765	0.0191	0.0183	1,002.1969

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Industrial Park	8244.2	0.0889	0.8083	0.6789	4.8500e-003		0.0614	0.0614		0.0614	0.0614		969.9056	969.9056	0.0186	0.0178	975.6693
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	224.153	2.4200e-003	0.0220	0.0185	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003		26.3709	26.3709	5.1000e-004	4.8000e-004	26.5276
Total		**0.0913**	**0.8302**	**0.6974**	**4.9800e-003**		**0.0631**	**0.0631**		**0.0631**	**0.0631**		**996.2765**	**996.2765**	**0.0191**	**0.0183**	**1,002.1969**

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Industrial Park	8.2442	0.0889	0.8083	0.6789	4.8500e-003		0.0614	0.0614		0.0614	0.0614		969.9056	969.9056	0.0186	0.0178	975.6693
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.224153	2.4200e-003	0.0220	0.0185	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003		26.3709	26.3709	5.1000e-004	4.8000e-004	26.5276
Total		**0.0913**	**0.8302**	**0.6974**	**4.9800e-003**		**0.0631**	**0.0631**		**0.0631**	**0.0631**		**996.2765**	**996.2765**	**0.0191**	**0.0183**	**1,002.1969**

6.0 Area Detail

6.1 Mitigation Measures Area

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	20.7393	8.7000e-004	0.0952	1.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		0.2037	0.2037	5.4000e-004		0.2171
Unmitigated	20.7393	8.7000e-004	0.0952	1.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		0.2037	0.2037	5.4000e-004		0.2171

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	2.3759					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	18.3546					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.8500e-003	8.7000e-004	0.0952	1.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		0.2037	0.2037	5.4000e-004		0.2171
Total	**20.7393**	**8.7000e-004**	**0.0952**	**1.0000e-005**		**3.4000e-004**	**3.4000e-004**		**3.4000e-004**	**3.4000e-004**		**0.2037**	**0.2037**	**5.4000e-004**		**0.2171**

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	2.3759					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	18.3546					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.8500e-003	8.7000e-004	0.0952	1.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		0.2037	0.2037	5.4000e-004		0.2171
Total	**20.7393**	**8.7000e-004**	**0.0952**	**1.0000e-005**		**3.4000e-004**	**3.4000e-004**		**3.4000e-004**	**3.4000e-004**		**0.2037**	**0.2037**	**5.4000e-004**		**0.2171**

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
Tractors/Loaders/Backhoes	3	4.00	365	200	0.37	CNG

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

UnMitigated/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
Equipment Type	lb/day										lb/day					
Tractors/Loaders/ Backhoes	0.3661	3.8029	2.2758	9.5100e-003		0.1312	0.1312		0.1207	0.1207	0.0000	920.3632	920.3632	0.2977		927.8048
Total	**0.3661**	**3.8029**	**2.2758**	**9.5100e-003**		**0.1312**	**0.1312**		**0.1207**	**0.1207**	**0.0000**	**920.3632**	**920.3632**	**0.2977**		**927.8048**

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

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Currently Approved Operations)

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	877.30	1000sqft	20.14	877,298.00	0
Other Asphalt Surfaces	16.06	Acre	16.06	699,573.60	0
Regional Shopping Center	37.19	1000sqft	0.85	37,189.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	353.15	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2022

Land Use -

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Busniess Survey Results (2014)

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	50.00	0.00

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFleetMix	HHD	0.02	0.04
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.53	0.50
tblFleetMix	LDA	0.53	0.55
tblFleetMix	LDT1	0.06	0.05
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.16
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LHD1	0.03	0.06
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD2	7.4220e-003	0.02
tblFleetMix	LHD2	7.4220e-003	8.0000e-003
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.15
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MHD	0.01	0.03
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHorsePower	97.00	200.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	3.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	353.15
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	11.00	34.00
tblVehicleTrips	PR_TP	54.00	66.00
tblVehicleTrips	ST_TR	46.12	44.15
tblVehicleTrips	SU_TR	21.10	20.20
tblVehicleTrips	WD_TR	3.37	3.37
tblVehicleTrips	WD_TR	37.75	36.14

2.0 Emissions Summary

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	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**

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	20.7393	8.7000e-004	0.0952	1.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		0.2037	0.2037	5.4000e-004		0.2171
Energy	0.0913	0.8302	0.6974	4.9800e-003		0.0631	0.0631		0.0631	0.0631		996.2765	996.2765	0.0191	0.0183	1,002.1969
Mobile	7.3330	32.7451	91.2748	0.3495	33.0624	0.4261	33.4885	8.8553	0.4027	9.2580		35,913.1806	35,913.1806	0.9114	2.1503	36,576.7461
Offroad	0.3661	3.8029	2.2758	9.5100e-003		0.1312	0.1312		0.1207	0.1207	0.0000	920.3632	920.3632	0.2977		927.8048
Total	**28.5297**	**37.3790**	**94.3432**	**0.3640**	**33.0624**	**0.6207**	**33.6831**	**8.8553**	**0.5868**	**9.4421**	**0.0000**	**37,830.0240**	**37,830.0240**	**1.2287**	**2.1685**	**38,506.9648**

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	lb/day										lb/day					
Area	20.7393	8.7000e-004	0.0952	1.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		0.2037	0.2037	5.4000e-004		0.2171
Energy	0.0913	0.8302	0.6974	4.9800e-003		0.0631	0.0631		0.0631	0.0631		996.2765	996.2765	0.0191	0.0183	1,002.1969
Mobile	7.3330	32.7451	91.2748	0.3495	33.0624	0.4261	33.4885	8.8553	0.4027	9.2580		35,913.1806	35,913.1806	0.9114	2.1503	36,576.7461
Offroad	0.3661	3.8029	2.2758	9.5100e-003		0.1312	0.1312		0.1207	0.1207	0.0000	920.3632	920.3632	0.2977		927.8048
Total	**28.5297**	**37.3790**	**94.3432**	**0.3640**	**33.0624**	**0.6207**	**33.6831**	**8.8553**	**0.5868**	**9.4421**	**0.0000**	**37,830.0240**	**37,830.0240**	**1.2287**	**2.1685**	**38,506.9648**

	ROG	NOx	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	10/4/2021	10/3/2021	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Paving: 16.06

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; 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	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

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	0	0.00	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					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	7.3330	32.7451	91.2748	0.3495	33.0624	0.4261	33.4885	8.8553	0.4027	9.2580		35,913.1806	35,913.1806	0.9114	2.1503	36,576.7461
Unmitigated	7.3330	32.7451	91.2748	0.3495	33.0624	0.4261	33.4885	8.8553	0.4027	9.2580		35,913.1806	35,913.1806	0.9114	2.1503	36,576.7461

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	2,957.99	2,228.34	1087.85	10,286,566	10,286,566
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	1,344.00	1,641.99	751.21	2,972,244	2,972,244
Total	4,301.98	3,870.33	1,839.06	13,258,810	13,258,810

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
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	66	0	34

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.500000	0.053000	0.162000	0.135000	0.063000	0.017000	0.027000	0.043000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regional Shopping Center	0.549000	0.058000	0.178000	0.148000	0.028000	0.008000	0.012000	0.019000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	0.0913	0.8302	0.6974	4.9800e-003		0.0631	0.0631		0.0631	0.0631		996.2765	996.2765	0.0191	0.0183	1,002.1969
NaturalGas Unmitigated	0.0913	0.8302	0.6974	4.9800e-003		0.0631	0.0631		0.0631	0.0631		996.2765	996.2765	0.0191	0.0183	1,002.1969

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Industrial Park	8244.2	0.0889	0.8083	0.6789	4.8500e-003		0.0614	0.0614		0.0614	0.0614		969.9056	969.9056	0.0186	0.0178	975.6693
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	224.153	2.4200e-003	0.0220	0.0185	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003		26.3709	26.3709	5.1000e-004	4.8000e-004	26.5276
Total		**0.0913**	**0.8302**	**0.6974**	**4.9800e-003**		**0.0631**	**0.0631**		**0.0631**	**0.0631**		**996.2765**	**996.2765**	**0.0191**	**0.0183**	**1,002.1969**

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Industrial Park	8.2442	0.0889	0.8083	0.6789	4.8500e-003		0.0614	0.0614		0.0614	0.0614		969.9056	969.9056	0.0186	0.0178	975.6693
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.224153	2.4200e-003	0.0220	0.0185	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003		26.3709	26.3709	5.1000e-004	4.8000e-004	26.5276
Total		**0.0913**	**0.8302**	**0.6974**	**4.9800e-003**		**0.0631**	**0.0631**		**0.0631**	**0.0631**		**996.2765**	**996.2765**	**0.0191**	**0.0183**	**1,002.1969**

6.0 Area Detail

6.1 Mitigation Measures Area

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	20.7393	8.7000e-004	0.0952	1.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		0.2037	0.2037	5.4000e-004		0.2171
Unmitigated	20.7393	8.7000e-004	0.0952	1.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		0.2037	0.2037	5.4000e-004		0.2171

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	2.3759					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	18.3546					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.8500e-003	8.7000e-004	0.0952	1.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		0.2037	0.2037	5.4000e-004		0.2171
Total	**20.7393**	**8.7000e-004**	**0.0952**	**1.0000e-005**		**3.4000e-004**	**3.4000e-004**		**3.4000e-004**	**3.4000e-004**		**0.2037**	**0.2037**	**5.4000e-004**		**0.2171**

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	2.3759					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	18.3546					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.8500e-003	8.7000e-004	0.0952	1.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		0.2037	0.2037	5.4000e-004		0.2171
Total	**20.7393**	**8.7000e-004**	**0.0952**	**1.0000e-005**		**3.4000e-004**	**3.4000e-004**		**3.4000e-004**	**3.4000e-004**		**0.2037**	**0.2037**	**5.4000e-004**		**0.2171**

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
Tractors/Loaders/Backhoes	3	4.00	365	200	0.37	CNG

Banning Point (Currently Approved Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

UnMitigated/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
Equipment Type	lb/day										lb/day					
Tractors/Loaders/ Backhoes	0.3661	3.8029	2.2758	9.5100e-003		0.1312	0.1312		0.1207	0.1207	0.0000	920.3632	920.3632	0.2977		927.8048
Total	**0.3661**	**3.8029**	**2.2758**	**9.5100e-003**		**0.1312**	**0.1312**		**0.1207**	**0.1207**	**0.0000**	**920.3632**	**920.3632**	**0.2977**		**927.8048**

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 B

PROPOSED PROJECT CALEEMOD CONSTRUCTION AND OPERATIONAL MODEL OUTPUTS

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Commercial Construction - Unmitigated)

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	214.07	1000sqft	4.91	214,073.00	0
Parking Lot	289.00	Space	1.14	49,419.00	0
Fast Food Restaurant w/o Drive Thru	16.20	1000sqft	0.37	16,200.00	0
Fast Food Restaurant with Drive Thru	1.60	1000sqft	0.04	1,600.00	0
Regional Shopping Center	16.20	1000sqft	0.37	16,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	340.53	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2023

Land Use - Total Project Area (Commercial Uses) is 6.83 acres

Construction Phase - Construction anticipated to be completed in 2023

Off-road Equipment - Hours are based on an 8-hour workday

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment -

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT - Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Site Preparation, Grading, and Building Construction

Grading - Analysis conservatively assumes that up to 10 acres can be disturbed per day

Architectural Coating - AQ-1: Use Low VOC Paint

Vehicle Trips - Construction run only

Energy Use - Construction run only

Water And Wastewater - Construction run only

Solid Waste - Construction run only

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	10.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	PhaseEndDate	2/9/2024	12/15/2023
tblConstructionPhase	PhaseEndDate	1/12/2024	12/15/2023
tblConstructionPhase	PhaseStartDate	1/13/2024	10/23/2023
tblConstructionPhase	PhaseStartDate	12/16/2023	11/20/2023
tblEnergyUse	LightingElect	6.62	0.00
tblEnergyUse	LightingElect	6.62	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	5.61	0.00
tblEnergyUse	NT24E	28.48	0.00
tblEnergyUse	NT24E	28.48	0.00
tblEnergyUse	NT24E	2.44	0.00
tblEnergyUse	NT24NG	195.77	0.00
tblEnergyUse	NT24NG	195.77	0.00
tblEnergyUse	NT24NG	0.30	0.00
tblEnergyUse	T24E	11.06	0.00
tblEnergyUse	T24E	11.06	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	T24E	4.09	0.00
tblEnergyUse	T24NG	76.89	0.00
tblEnergyUse	T24NG	76.89	0.00
tblEnergyUse	T24NG	1.90	0.00
tblGrading	AcresOfGrading	50.00	200.00
tblGrading	AcresOfGrading	35.00	100.00
tblLandUse	LandUseSquareFeet	115,600.00	49,419.00
tblLandUse	LotAcreage	2.60	1.14
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	340.53
tblSolidWaste	SolidWasteGenerationRate	186.61	0.00
tblSolidWaste	SolidWasteGenerationRate	18.43	0.00
tblSolidWaste	SolidWasteGenerationRate	17.01	0.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	49.00	43.00
tblVehicleTrips	CC_TL	8.40	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	79.50	0.00
tblVehicleTrips	CC_TTP	78.80	0.00
tblVehicleTrips	CC_TTP	64.70	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	1.50	0.00
tblVehicleTrips	CW_TTP	2.20	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	PR_TP	51.00	0.00
tblVehicleTrips	PR_TP	29.00	0.00
tblVehicleTrips	PR_TP	54.00	0.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	616.12	0.00
tblVehicleTrips	ST_TR	46.12	0.00
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	472.58	0.00
tblVehicleTrips	SU_TR	21.10	0.00
tblVehicleTrips	WD_TR	346.23	0.00
tblVehicleTrips	WD_TR	470.95	0.00
tblVehicleTrips	WD_TR	37.75	0.00
tblWater	IndoorWaterUseRate	4,917,246.14	0.00
tblWater	IndoorWaterUseRate	485,653.94	0.00
tblWater	IndoorWaterUseRate	1,199,974.85	0.00
tblWater	OutdoorWaterUseRate	313,866.77	0.00
tblWater	OutdoorWaterUseRate	30,999.19	0.00
tblWater	OutdoorWaterUseRate	735,468.46	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	0.0227	0.2524	0.1031	2.9000e-004	0.2505	0.0108	0.2613	0.0671	9.9300e-003	0.0770	0.0000	25.9447	25.9447	8.1000e-003	5.0000e-005	26.1615
2023	0.4486	3.6387	2.8719	7.9100e-003	0.3620	0.1489	0.5109	0.0973	0.1388	0.2361	0.0000	703.5598	703.5598	0.1389	0.0157	711.7160
Maximum	**0.4486**	**3.6387**	**2.8719**	**7.9100e-003**	**0.3620**	**0.1489**	**0.5109**	**0.0973**	**0.1388**	**0.2361**	**0.0000**	**703.5598**	**703.5598**	**0.1389**	**0.0157**	**711.7160**

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					
2022	0.0227	0.2524	0.1031	2.9000e-004	0.0983	0.0108	0.1091	0.0263	9.9300e-003	0.0363	0.0000	25.9446	25.9446	8.1000e-003	5.0000e-005	26.1614
2023	0.4486	3.6387	2.8718	7.9100e-003	0.2606	0.1489	0.4095	0.0701	0.1388	0.2089	0.0000	703.5592	703.5592	0.1389	0.0157	711.7155
Maximum	**0.4486**	**3.6387**	**2.8718**	**7.9100e-003**	**0.2606**	**0.1489**	**0.4095**	**0.0701**	**0.1388**	**0.2089**	**0.0000**	**703.5592**	**703.5592**	**0.1389**	**0.0157**	**711.7155**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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**	**41.40**	**0.00**	**32.84**	**41.34**	**0.00**	**21.70**	**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	**12-17-2022**	**3-16-2023**	1.1225	1.1225
2	**3-17-2023**	**6-16-2023**	1.0153	1.0153
3	**6-17-2023**	**9-16-2023**	1.0150	1.0150
4	**9-17-2023**	**9-30-2023**	0.1545	0.1545
		Highest	1.1225	1.1225

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	0.1600	6.0000e-005	6.8500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0133	0.0133	3.0000e-005	0.0000	0.0142
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1600**	**6.0000e-005**	**6.8500e-003**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0133**	**0.0133**	**3.0000e-005**	**0.0000**	**0.0142**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.1600	6.0000e-005	6.8500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0133	0.0133	3.0000e-005	0.0000	0.0142
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1600**	**6.0000e-005**	**6.8500e-003**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0133**	**0.0133**	**3.0000e-005**	**0.0000**	**0.0142**

	ROG	NOx	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	Site Preparation	Site Preparation	12/17/2022	12/30/2022	5	10	
2	Grading	Grading	12/31/2022	1/27/2023	5	20	
3	Building Construction	Building Construction	1/28/2023	12/15/2023	5	230	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	11/20/2023	12/15/2023	5	20	
5	Architectural Coating	Architectural Coating	10/23/2023	12/15/2023	5	40	

Acres of Grading (Site Preparation Phase): 100

Acres of Grading (Grading Phase): 200

Acres of Paving: 6.05

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 51,000; Non-Residential Outdoor: 17,000; Striped Parking Area: 15,810 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	3	8.00	212	0.43
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Crawler Tractors	3	8.00	212	0.43
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	8.00	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	8.00	78	0.48

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
Site Preparation	7	18.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	123.00	43.00	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	25.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 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					0.1434	0.0000	0.1434	0.0554	0.0000	0.0554	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0224	0.2517	0.0999	2.8000e-004		0.0108	0.0108		9.9200e-003	9.9200e-003	0.0000	24.9873	24.9873	8.0800e-003	0.0000	25.1894
Total	**0.0224**	**0.2517**	**0.0999**	**2.8000e-004**	**0.1434**	**0.0108**	**0.1541**	**0.0554**	**9.9200e-003**	**0.0653**	**0.0000**	**24.9873**	**24.9873**	**8.0800e-003**	**0.0000**	**25.1894**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 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	2.0000e-005	4.4000e-004	1.5000e-004	0.0000	6.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	1.0000e-005	2.0000e-005	0.0000	0.1751	0.1751	0.0000	3.0000e-005	0.1829
Worker	3.1000e-004	2.4000e-004	3.0700e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	0.0000	2.7000e-004	0.0000	0.7822	0.7822	2.0000e-005	2.0000e-005	0.7892
Total	**3.3000e-004**	**6.8000e-004**	**3.2200e-003**	**1.0000e-005**	**1.0500e-003**	**2.0000e-005**	**1.0600e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.9573**	**0.9573**	**2.0000e-005**	**5.0000e-005**	**0.9721**

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					0.0559	0.0000	0.0559	0.0216	0.0000	0.0216	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0224	0.2517	0.0999	2.8000e-004		0.0108	0.0108		9.9200e-003	9.9200e-003	0.0000	24.9873	24.9873	8.0800e-003	0.0000	25.1893
Total	**0.0224**	**0.2517**	**0.0999**	**2.8000e-004**	**0.0559**	**0.0108**	**0.0667**	**0.0216**	**9.9200e-003**	**0.0315**	**0.0000**	**24.9873**	**24.9873**	**8.0800e-003**	**0.0000**	**25.1893**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 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	2.0000e-005	4.4000e-004	1.5000e-004	0.0000	6.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	1.0000e-005	2.0000e-005	0.0000	0.1751	0.1751	0.0000	3.0000e-005	0.1829
Worker	3.1000e-004	2.4000e-004	3.0700e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	0.0000	2.7000e-004	0.0000	0.7822	0.7822	2.0000e-005	2.0000e-005	0.7892
Total	**3.3000e-004**	**6.8000e-004**	**3.2200e-003**	**1.0000e-005**	**1.0500e-003**	**2.0000e-005**	**1.0600e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.9573**	**0.9573**	**2.0000e-005**	**5.0000e-005**	**0.9721**

3.3 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					0.1061	0.0000	0.1061	0.0115	0.0000	0.0115	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.1061**	**0.0000**	**0.1061**	**0.0115**	**0.0000**	**0.0115**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					0.0414	0.0000	0.0414	4.4700e-003	0.0000	4.4700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0414**	**0.0000**	**0.0414**	**4.4700e-003**	**0.0000**	**4.4700e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Grading - 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					
Fugitive Dust					0.1663	0.0000	0.1663	0.0446	0.0000	0.0446	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0259	0.2866	0.1477	4.4000e-004		0.0114	0.0114		0.0105	0.0105	0.0000	38.4322	38.4322	0.0124	0.0000	38.7430
Total	**0.0259**	**0.2866**	**0.1477**	**4.4000e-004**	**0.1663**	**0.0114**	**0.1777**	**0.0446**	**0.0105**	**0.0551**	**0.0000**	**38.4322**	**38.4322**	**0.0124**	**0.0000**	**38.7430**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 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	4.0000e-005	1.3700e-003	5.5000e-004	1.0000e-005	2.5000e-004	1.0000e-005	2.6000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	0.6730	0.6730	1.0000e-005	1.0000e-004	0.7028
Worker	4.9000e-004	3.6000e-004	4.7100e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2695	1.2695	3.0000e-005	3.0000e-005	1.2802
Total	**5.3000e-004**	**1.7300e-003**	**5.2600e-003**	**2.0000e-005**	**1.9000e-003**	**2.0000e-005**	**1.9200e-003**	**5.1000e-004**	**2.0000e-005**	**5.3000e-004**	**0.0000**	**1.9425**	**1.9425**	**4.0000e-005**	**1.3000e-004**	**1.9830**

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					0.0649	0.0000	0.0649	0.0174	0.0000	0.0174	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0259	0.2866	0.1477	4.4000e-004		0.0114	0.0114		0.0105	0.0105	0.0000	38.4322	38.4322	0.0124	0.0000	38.7429
Total	**0.0259**	**0.2866**	**0.1477**	**4.4000e-004**	**0.0649**	**0.0114**	**0.0763**	**0.0174**	**0.0105**	**0.0279**	**0.0000**	**38.4322**	**38.4322**	**0.0124**	**0.0000**	**38.7429**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 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	4.0000e-005	1.3700e-003	5.5000e-004	1.0000e-005	2.5000e-004	1.0000e-005	2.6000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	0.6730	0.6730	1.0000e-005	1.0000e-004	0.7028
Worker	4.9000e-004	3.6000e-004	4.7100e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2695	1.2695	3.0000e-005	3.0000e-005	1.2802
Total	**5.3000e-004**	**1.7300e-003**	**5.2600e-003**	**2.0000e-005**	**1.9000e-003**	**2.0000e-005**	**1.9200e-003**	**5.1000e-004**	**2.0000e-005**	**5.3000e-004**	**0.0000**	**1.9425**	**1.9425**	**4.0000e-005**	**1.3000e-004**	**1.9830**

3.4 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	0.2930	3.0086	1.9928	4.9400e-003		0.1283	0.1283		0.1197	0.1197	0.0000	427.9349	427.9349	0.1156	0.0000	430.8249
Total	**0.2930**	**3.0086**	**1.9928**	**4.9400e-003**		**0.1283**	**0.1283**		**0.1197**	**0.1197**	**0.0000**	**427.9349**	**427.9349**	**0.1156**	**0.0000**	**430.8249**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 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	5.3600e-003	0.1695	0.0675	8.6000e-004	0.0312	1.4100e-003	0.0327	9.0100e-003	1.3500e-003	0.0104	0.0000	83.1999	83.1999	8.4000e-004	0.0123	86.8870
Worker	0.0459	0.0340	0.4441	1.2900e-003	0.1555	7.4000e-004	0.1562	0.0413	6.8000e-004	0.0420	0.0000	119.7136	119.7136	2.9500e-003	3.1400e-003	120.7229
Total	**0.0513**	**0.2036**	**0.5116**	**2.1500e-003**	**0.1867**	**2.1500e-003**	**0.1889**	**0.0503**	**2.0300e-003**	**0.0523**	**0.0000**	**202.9135**	**202.9135**	**3.7900e-003**	**0.0154**	**207.6099**

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	0.2930	3.0086	1.9928	4.9400e-003		0.1283	0.1283		0.1197	0.1197	0.0000	427.9344	427.9344	0.1156	0.0000	430.8244
Total	**0.2930**	**3.0086**	**1.9928**	**4.9400e-003**		**0.1283**	**0.1283**		**0.1197**	**0.1197**	**0.0000**	**427.9344**	**427.9344**	**0.1156**	**0.0000**	**430.8244**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 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	5.3600e-003	0.1695	0.0675	8.6000e-004	0.0312	1.4100e-003	0.0327	9.0100e-003	1.3500e-003	0.0104	0.0000	83.1999	83.1999	8.4000e-004	0.0123	86.8870
Worker	0.0459	0.0340	0.4441	1.2900e-003	0.1555	7.4000e-004	0.1562	0.0413	6.8000e-004	0.0420	0.0000	119.7136	119.7136	2.9500e-003	3.1400e-003	120.7229
Total	**0.0513**	**0.2036**	**0.5116**	**2.1500e-003**	**0.1867**	**2.1500e-003**	**0.1889**	**0.0503**	**2.0300e-003**	**0.0523**	**0.0000**	**202.9135**	**202.9135**	**3.7900e-003**	**0.0154**	**207.6099**

3.5 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	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888
Paving	7.9300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0183**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0269**	**20.0269**	**6.4800e-003**	**0.0000**	**20.1888**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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	4.9000e-004	3.6000e-004	4.7100e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2695	1.2695	3.0000e-005	3.0000e-005	1.2802
Total	**4.9000e-004**	**3.6000e-004**	**4.7100e-003**	**1.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.2695**	**1.2695**	**3.0000e-005**	**3.0000e-005**	**1.2802**

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	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888
Paving	7.9300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0183**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0268**	**20.0268**	**6.4800e-003**	**0.0000**	**20.1888**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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	4.9000e-004	3.6000e-004	4.7100e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2695	1.2695	3.0000e-005	3.0000e-005	1.2802
Total	**4.9000e-004**	**3.6000e-004**	**4.7100e-003**	**1.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.2695**	**1.2695**	**3.0000e-005**	**3.0000e-005**	**1.2802**

3.6 Architectural Coating - 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					
Archit. Coating	0.0524					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1100e-003	0.0348	0.0483	8.0000e-005		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003	0.0000	6.8087	6.8087	4.1000e-004	0.0000	6.8189
Total	**0.0575**	**0.0348**	**0.0483**	**8.0000e-005**		**1.8900e-003**	**1.8900e-003**		**1.8900e-003**	**1.8900e-003**	**0.0000**	**6.8087**	**6.8087**	**4.1000e-004**	**0.0000**	**6.8189**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 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	1.6200e-003	1.2000e-003	0.0157	5.0000e-005	5.5000e-003	3.0000e-005	5.5200e-003	1.4600e-003	2.0000e-005	1.4800e-003	0.0000	4.2317	4.2317	1.0000e-004	1.1000e-004	4.2673
Total	**1.6200e-003**	**1.2000e-003**	**0.0157**	**5.0000e-005**	**5.5000e-003**	**3.0000e-005**	**5.5200e-003**	**1.4600e-003**	**2.0000e-005**	**1.4800e-003**	**0.0000**	**4.2317**	**4.2317**	**1.0000e-004**	**1.1000e-004**	**4.2673**

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	0.0524					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1100e-003	0.0348	0.0483	8.0000e-005		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003	0.0000	6.8087	6.8087	4.1000e-004	0.0000	6.8189
Total	**0.0575**	**0.0348**	**0.0483**	**8.0000e-005**		**1.8900e-003**	**1.8900e-003**		**1.8900e-003**	**1.8900e-003**	**0.0000**	**6.8087**	**6.8087**	**4.1000e-004**	**0.0000**	**6.8189**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 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	1.6200e-003	1.2000e-003	0.0157	5.0000e-005	5.5000e-003	3.0000e-005	5.5200e-003	1.4600e-003	2.0000e-005	1.4800e-003	0.0000	4.2317	4.2317	1.0000e-004	1.1000e-004	4.2673
Total	**1.6200e-003**	**1.2000e-003**	**0.0157**	**5.0000e-005**	**5.5000e-003**	**3.0000e-005**	**5.5200e-003**	**1.4600e-003**	**2.0000e-005**	**1.4800e-003**	**0.0000**	**4.2317**	**4.2317**	**1.0000e-004**	**1.1000e-004**	**4.2673**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
Fast Food Restaurant with Drive Thru	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Fast Food Restaurant w/o Drive	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Fast Food Restaurant with Drive	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Regional Shopping Center	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant w/o Drive Thru	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Fast Food Restaurant with Drive Thru	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Other Asphalt Surfaces	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Parking Lot	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Regional Shopping Center	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Fast Food Restaurant w/o Drive Thru	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Fast Food Restaurant w/o Drive Thru	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive Thru	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive Thru	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.1600	6.0000e-005	6.8500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0133	0.0133	3.0000e-005	0.0000	0.0142
Unmitigated	0.1600	6.0000e-005	6.8500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0133	0.0133	3.0000e-005	0.0000	0.0142

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	0.0194					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.3000e-004	6.0000e-005	6.8500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0133	0.0133	3.0000e-005	0.0000	0.0142
Total	**0.1599**	**6.0000e-005**	**6.8500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0133**	**0.0133**	**3.0000e-005**	**0.0000**	**0.0142**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0194					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.3000e-004	6.0000e-005	6.8500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0133	0.0133	3.0000e-005	0.0000	0.0142
Total	**0.1599**	**6.0000e-005**	**6.8500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0133**	**0.0133**	**3.0000e-005**	**0.0000**	**0.0142**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0 / 0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0 / 0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Commercial Construction - Unmitigated)

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	214.07	1000sqft	4.91	214,073.00	0
Parking Lot	289.00	Space	1.14	49,419.00	0
Fast Food Restaurant w/o Drive Thru	16.20	1000sqft	0.37	16,200.00	0
Fast Food Restaurant with Drive Thru	1.60	1000sqft	0.04	1,600.00	0
Regional Shopping Center	16.20	1000sqft	0.37	16,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	340.53	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2023

Land Use - Total Project Area (Commercial Uses) is 6.83 acres

Construction Phase - Construction anticipated to be completed in 2023

Off-road Equipment - Hours are based on an 8-hour workday

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment -

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT - Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Site Preparation, Grading, and Building Construction

Grading - Analysis conservatively assumes that up to 10 acres can be disturbed per day

Architectural Coating - AQ-1: Use Low VOC Paint

Vehicle Trips - Construction run only

Energy Use - Construction run only

Water And Wastewater - Construction run only

Solid Waste - Construction run only

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	10.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	PhaseEndDate	2/9/2024	12/15/2023
tblConstructionPhase	PhaseEndDate	1/12/2024	12/15/2023
tblConstructionPhase	PhaseStartDate	1/13/2024	10/23/2023
tblConstructionPhase	PhaseStartDate	12/16/2023	11/20/2023
tblEnergyUse	LightingElect	6.62	0.00
tblEnergyUse	LightingElect	6.62	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	5.61	0.00
tblEnergyUse	NT24E	28.48	0.00
tblEnergyUse	NT24E	28.48	0.00
tblEnergyUse	NT24E	2.44	0.00
tblEnergyUse	NT24NG	195.77	0.00
tblEnergyUse	NT24NG	195.77	0.00
tblEnergyUse	NT24NG	0.30	0.00
tblEnergyUse	T24E	11.06	0.00
tblEnergyUse	T24E	11.06	0.00

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	T24E	4.09	0.00
tblEnergyUse	T24NG	76.89	0.00
tblEnergyUse	T24NG	76.89	0.00
tblEnergyUse	T24NG	1.90	0.00
tblGrading	AcresOfGrading	50.00	200.00
tblGrading	AcresOfGrading	35.00	100.00
tblLandUse	LandUseSquareFeet	115,600.00	49,419.00
tblLandUse	LotAcreage	2.60	1.14
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	340.53
tblSolidWaste	SolidWasteGenerationRate	186.61	0.00
tblSolidWaste	SolidWasteGenerationRate	18.43	0.00
tblSolidWaste	SolidWasteGenerationRate	17.01	0.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	49.00	43.00
tblVehicleTrips	CC_TL	8.40	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	79.50	0.00
tblVehicleTrips	CC_TTP	78.80	0.00
tblVehicleTrips	CC_TTP	64.70	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	1.50	0.00
tblVehicleTrips	CW_TTP	2.20	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	PR_TP	51.00	0.00
tblVehicleTrips	PR_TP	29.00	0.00
tblVehicleTrips	PR_TP	54.00	0.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	616.12	0.00
tblVehicleTrips	ST_TR	46.12	0.00
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	472.58	0.00
tblVehicleTrips	SU_TR	21.10	0.00
tblVehicleTrips	WD_TR	346.23	0.00
tblVehicleTrips	WD_TR	470.95	0.00
tblVehicleTrips	WD_TR	37.75	0.00
tblWater	IndoorWaterUseRate	4,917,246.14	0.00
tblWater	IndoorWaterUseRate	485,653.94	0.00
tblWater	IndoorWaterUseRate	1,199,974.85	0.00
tblWater	OutdoorWaterUseRate	313,866.77	0.00
tblWater	OutdoorWaterUseRate	30,999.19	0.00
tblWater	OutdoorWaterUseRate	735,468.46	0.00

2.0 Emissions Summary

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	4.5477	50.4758	20.7264	0.0591	28.8853	2.1586	31.0439	11.1328	1.9860	13.1188	0.0000	5,733.3887	5,733.3887	1.7867	0.0153	5,781.1241
2023	7.8929	39.8633	40.8856	0.0932	16.8204	1.7406	17.9643	4.5072	1.6240	5.5596	0.0000	9,121.5153	9,121.5153	1.8901	0.1560	9,215.2441
Maximum	**7.8929**	**50.4758**	**40.8856**	**0.0932**	**28.8853**	**2.1586**	**31.0439**	**11.1328**	**1.9860**	**13.1188**	**0.0000**	**9,121.5153**	**9,121.5153**	**1.8901**	**0.1560**	**9,215.2441**

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					
2022	4.5477	50.4758	20.7264	0.0591	11.3958	2.1586	13.5544	4.3766	1.9860	6.3626	0.0000	5,733.3887	5,733.3887	1.7867	0.0153	5,781.1241
2023	7.8929	39.8633	40.8856	0.0932	6.6779	1.7406	7.8218	1.7894	1.6240	2.8419	0.0000	9,121.5153	9,121.5153	1.8901	0.1560	9,215.2441
Maximum	**7.8929**	**50.4758**	**40.8856**	**0.0932**	**11.3958**	**2.1586**	**13.5544**	**4.3766**	**1.9860**	**6.3626**	**0.0000**	**9,121.5153**	**9,121.5153**	**1.8901**	**0.1560**	**9,215.2441**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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	60.46	0.00	56.38	60.58	0.00	50.72	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.8780**	**5.0000e-004**	**0.0548**	**0.0000**	**0.0000**	**2.0000e-004**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**2.0000e-004**		**0.1175**	**0.1175**	**3.1000e-004**	**0.0000**	**0.1253**

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	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.8780**	**5.0000e-004**	**0.0548**	**0.0000**	**0.0000**	**2.0000e-004**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**2.0000e-004**		**0.1175**	**0.1175**	**3.1000e-004**	**0.0000**	**0.1253**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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	Site Preparation	Site Preparation	12/17/2022	12/30/2022	5	10	
2	Grading	Grading	12/31/2022	1/27/2023	5	20	
3	Building Construction	Building Construction	1/28/2023	12/15/2023	5	230	
4	Paving	Paving	11/20/2023	12/15/2023	5	20	
5	Architectural Coating	Architectural Coating	10/23/2023	12/15/2023	5	40	

Acres of Grading (Site Preparation Phase): 100

Acres of Grading (Grading Phase): 200

Acres of Paving: 6.05

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 51,000; Non-Residential Outdoor: 17,000; Striped Parking Area: 15,810 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	3	8.00	212	0.43
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Crawler Tractors	3	8.00	212	0.43
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	8.00	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	8.00	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
Site Preparation	7	18.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	123.00	43.00	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	25.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 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					28.6713	0.0000	28.6713	11.0758	0.0000	11.0758			0.0000			0.0000
Off-Road	4.4735	50.3453	19.9794	0.0569		2.1564	2.1564		1.9839	1.9839		5,508.7626	5,508.7626	1.7817		5,553.3037
Total	**4.4735**	**50.3453**	**19.9794**	**0.0569**	**28.6713**	**2.1564**	**30.8277**	**11.0758**	**1.9839**	**13.0597**		**5,508.7626**	**5,508.7626**	**1.7817**		**5,553.3037**

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	0.0000
Vendor	3.2500e-003	0.0846	0.0294	3.6000e-004	0.0128	1.2200e-003	0.0140	3.6900e-003	1.1700e-003	4.8600e-003		38.5891	38.5891	4.1000e-004	5.7200e-003	40.3046
Worker	0.0709	0.0460	0.7176	1.8300e-003	0.2012	1.0000e-003	0.2022	0.0534	9.2000e-004	0.0543		186.0370	186.0370	4.6100e-003	4.5800e-003	187.5158
Total	**0.0742**	**0.1305**	**0.7470**	**2.1900e-003**	**0.2140**	**2.2200e-003**	**0.2162**	**0.0571**	**2.0900e-003**	**0.0591**		**224.6261**	**224.6261**	**5.0200e-003**	**0.0103**	**227.8204**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

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					11.1818	0.0000	11.1818	4.3196	0.0000	4.3196			0.0000			0.0000
Off-Road	4.4735	50.3453	19.9794	0.0569		2.1564	2.1564		1.9839	1.9839	0.0000	5,508.7626	5,508.7626	1.7817		5,553.3037
Total	**4.4735**	**50.3453**	**19.9794**	**0.0569**	**11.1818**	**2.1564**	**13.3382**	**4.3196**	**1.9839**	**6.3035**	**0.0000**	**5,508.7626**	**5,508.7626**	**1.7817**		**5,553.3037**

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	0.0000
Vendor	3.2500e-003	0.0846	0.0294	3.6000e-004	0.0128	1.2200e-003	0.0140	3.6900e-003	1.1700e-003	4.8600e-003		38.5891	38.5891	4.1000e-004	5.7200e-003	40.3046
Worker	0.0709	0.0460	0.7176	1.8300e-003	0.2012	1.0000e-003	0.2022	0.0534	9.2000e-004	0.0543		186.0370	186.0370	4.6100e-003	4.5800e-003	187.5158
Total	**0.0742**	**0.1305**	**0.7470**	**2.1900e-003**	**0.2140**	**2.2200e-003**	**0.2162**	**0.0571**	**2.0900e-003**	**0.0591**		**224.6261**	**224.6261**	**5.0200e-003**	**0.0103**	**227.8204**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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					16.6271	0.0000	16.6271	4.4553	0.0000	4.4553			0.0000			0.0000
Off-Road	2.9262	33.8015	15.4839	0.0438		1.3487	1.3487		1.2408	1.2408		4,239.0719	4,239.0719	1.3710		4,273.3470
Total	**2.9262**	**33.8015**	**15.4839**	**0.0438**	**16.6271**	**1.3487**	**17.9758**	**4.4553**	**1.2408**	**5.6962**		**4,239.0719**	**4,239.0719**	**1.3710**		**4,273.3470**

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	0.0000
Vendor	6.5100e-003	0.1691	0.0588	7.3000e-004	0.0256	2.4400e-003	0.0281	7.3800e-003	2.3300e-003	9.7100e-003		77.1781	77.1781	8.2000e-004	0.0115	80.6092
Worker	0.0591	0.0383	0.5980	1.5200e-003	0.1677	8.4000e-004	0.1685	0.0445	7.7000e-004	0.0452		155.0309	155.0309	3.8400e-003	3.8100e-003	156.2632
Total	**0.0656**	**0.2075**	**0.6568**	**2.2500e-003**	**0.1933**	**3.2800e-003**	**0.1966**	**0.0519**	**3.1000e-003**	**0.0549**		**232.2090**	**232.2090**	**4.6600e-003**	**0.0153**	**236.8724**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

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					6.4846	0.0000	6.4846	1.7376	0.0000	1.7376			0.0000			0.0000
Off-Road	2.9262	33.8015	15.4839	0.0438		1.3487	1.3487		1.2408	1.2408	0.0000	4,239.0719	4,239.0719	1.3710		4,273.3470
Total	**2.9262**	**33.8015**	**15.4839**	**0.0438**	**6.4846**	**1.3487**	**7.8333**	**1.7376**	**1.2408**	**2.9784**	**0.0000**	**4,239.0719**	**4,239.0719**	**1.3710**		**4,273.3470**

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	0.0000
Vendor	6.5100e-003	0.1691	0.0588	7.3000e-004	0.0256	2.4400e-003	0.0281	7.3800e-003	2.3300e-003	9.7100e-003		77.1781	77.1781	8.2000e-004	0.0115	80.6092
Worker	0.0591	0.0383	0.5980	1.5200e-003	0.1677	8.4000e-004	0.1685	0.0445	7.7000e-004	0.0452		155.0309	155.0309	3.8400e-003	3.8100e-003	156.2632
Total	**0.0656**	**0.2075**	**0.6568**	**2.2500e-003**	**0.1933**	**3.2800e-003**	**0.1966**	**0.0519**	**3.1000e-003**	**0.0549**		**232.2090**	**232.2090**	**4.6600e-003**	**0.0153**	**236.8724**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 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					
Fugitive Dust					16.6271	0.0000	16.6271	4.4553	0.0000	4.4553			0.0000			0.0000
Off-Road	2.5856	28.6596	14.7689	0.0438		1.1420	1.1420		1.0507	1.0507		4,236.4284	4,236.4284	1.3702		4,270.6821
Total	**2.5856**	**28.6596**	**14.7689**	**0.0438**	**16.6271**	**1.1420**	**17.7691**	**4.4553**	**1.0507**	**5.5060**		**4,236.4284**	**4,236.4284**	**1.3702**		**4,270.6821**

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	0.0000
Vendor	4.5100e-003	0.1307	0.0538	7.0000e-004	0.0256	1.1400e-003	0.0268	7.3800e-003	1.0900e-003	8.4700e-003		74.1084	74.1084	7.6000e-004	0.0110	77.3907
Worker	0.0548	0.0339	0.5503	1.4700e-003	0.1677	7.9000e-004	0.1685	0.0445	7.2000e-004	0.0452		150.9305	150.9305	3.4500e-003	3.5200e-003	152.0653
Total	**0.0593**	**0.1645**	**0.6041**	**2.1700e-003**	**0.1933**	**1.9300e-003**	**0.1952**	**0.0519**	**1.8100e-003**	**0.0537**		**225.0389**	**225.0389**	**4.2100e-003**	**0.0145**	**229.4560**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

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					6.4846	0.0000	6.4846	1.7376	0.0000	1.7376			0.0000			0.0000
Off-Road	2.5856	28.6596	14.7689	0.0438		1.1420	1.1420		1.0507	1.0507	0.0000	4,236.4284	4,236.4284	1.3702		4,270.6821
Total	**2.5856**	**28.6596**	**14.7689**	**0.0438**	**6.4846**	**1.1420**	**7.6266**	**1.7376**	**1.0507**	**2.7882**	**0.0000**	**4,236.4284**	**4,236.4284**	**1.3702**		**4,270.6821**

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	0.0000
Vendor	4.5100e-003	0.1307	0.0538	7.0000e-004	0.0256	1.1400e-003	0.0268	7.3800e-003	1.0900e-003	8.4700e-003		74.1084	74.1084	7.6000e-004	0.0110	77.3907
Worker	0.0548	0.0339	0.5503	1.4700e-003	0.1677	7.9000e-004	0.1685	0.0445	7.2000e-004	0.0452		150.9305	150.9305	3.4500e-003	3.5200e-003	152.0653
Total	**0.0593**	**0.1645**	**0.6041**	**2.1700e-003**	**0.1933**	**1.9300e-003**	**0.1952**	**0.0519**	**1.8100e-003**	**0.0537**		**225.0389**	**225.0389**	**4.2100e-003**	**0.0145**	**229.4560**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 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	2.5481	26.1615	17.3283	0.0429		1.1152	1.1152		1.0406	1.0406		4,101.8909	4,101.8909	1.1081		4,129.5928
Total	**2.5481**	**26.1615**	**17.3283**	**0.0429**		**1.1152**	**1.1152**		**1.0406**	**1.0406**		**4,101.8909**	**4,101.8909**	**1.1081**		**4,129.5928**

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	0.0000
Vendor	0.0485	1.4048	0.5785	7.5100e-003	0.2754	0.0122	0.2877	0.0793	0.0117	0.0910		796.6653	796.6653	8.1200e-003	0.1177	831.9499
Worker	0.4494	0.2777	4.5124	0.0121	1.3749	6.4500e-003	1.3813	0.3646	5.9400e-003	0.3706		1,237.6297	1,237.6297	0.0283	0.0289	1,246.9352
Total	**0.4979**	**1.6825**	**5.0908**	**0.0196**	**1.6503**	**0.0187**	**1.6690**	**0.4439**	**0.0176**	**0.4616**		**2,034.2950**	**2,034.2950**	**0.0364**	**0.1466**	**2,078.8851**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

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	2.5481	26.1615	17.3283	0.0429		1.1152	1.1152		1.0406	1.0406	0.0000	4,101.8909	4,101.8909	1.1081		4,129.5927
Total	**2.5481**	**26.1615**	**17.3283**	**0.0429**		**1.1152**	**1.1152**		**1.0406**	**1.0406**	**0.0000**	**4,101.8909**	**4,101.8909**	**1.1081**		**4,129.5927**

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	0.0000
Vendor	0.0485	1.4048	0.5785	7.5100e-003	0.2754	0.0122	0.2877	0.0793	0.0117	0.0910		796.6653	796.6653	8.1200e-003	0.1177	831.9499
Worker	0.4494	0.2777	4.5124	0.0121	1.3749	6.4500e-003	1.3813	0.3646	5.9400e-003	0.3706		1,237.6297	1,237.6297	0.0283	0.0289	1,246.9352
Total	**0.4979**	**1.6825**	**5.0908**	**0.0196**	**1.6503**	**0.0187**	**1.6690**	**0.4439**	**0.0176**	**0.4616**		**2,034.2950**	**2,034.2950**	**0.0364**	**0.1466**	**2,078.8851**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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	0.7926					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.8253**	**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**

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	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
Worker	0.0548	0.0339	0.5503	1.4700e-003	0.1677	7.9000e-004	0.1685	0.0445	7.2000e-004	0.0452		150.9305	150.9305	3.4500e-003	3.5200e-003	152.0653
Total	**0.0548**	**0.0339**	**0.5503**	**1.4700e-003**	**0.1677**	**7.9000e-004**	**0.1685**	**0.0445**	**7.2000e-004**	**0.0452**		**150.9305**	**150.9305**	**3.4500e-003**	**3.5200e-003**	**152.0653**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

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	0.7926					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.8253**	**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**

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	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
Worker	0.0548	0.0339	0.5503	1.4700e-003	0.1677	7.9000e-004	0.1685	0.0445	7.2000e-004	0.0452		150.9305	150.9305	3.4500e-003	3.5200e-003	152.0653
Total	**0.0548**	**0.0339**	**0.5503**	**1.4700e-003**	**0.1677**	**7.9000e-004**	**0.1685**	**0.0445**	**7.2000e-004**	**0.0452**		**150.9305**	**150.9305**	**3.4500e-003**	**3.5200e-003**	**152.0653**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 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					
Archit. Coating	2.6199					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2556	1.7373	2.4148	3.9600e-003		0.0944	0.0944		0.0944	0.0944		375.2641	375.2641	0.0225		375.8253
Total	**2.8755**	**1.7373**	**2.4148**	**3.9600e-003**		**0.0944**	**0.0944**		**0.0944**	**0.0944**		**375.2641**	**375.2641**	**0.0225**		**375.8253**

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	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
Worker	0.0913	0.0564	0.9172	2.4600e-003	0.2794	1.3100e-003	0.2808	0.0741	1.2100e-003	0.0753		251.5508	251.5508	5.7400e-003	5.8600e-003	253.4421
Total	**0.0913**	**0.0564**	**0.9172**	**2.4600e-003**	**0.2794**	**1.3100e-003**	**0.2808**	**0.0741**	**1.2100e-003**	**0.0753**		**251.5508**	**251.5508**	**5.7400e-003**	**5.8600e-003**	**253.4421**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

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	2.6199					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2556	1.7373	2.4148	3.9600e-003		0.0944	0.0944		0.0944	0.0944	0.0000	375.2641	375.2641	0.0225		375.8253
Total	**2.8755**	**1.7373**	**2.4148**	**3.9600e-003**		**0.0944**	**0.0944**		**0.0944**	**0.0944**	**0.0000**	**375.2641**	**375.2641**	**0.0225**		**375.8253**

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	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
Worker	0.0913	0.0564	0.9172	2.4600e-003	0.2794	1.3100e-003	0.2808	0.0741	1.2100e-003	0.0753		251.5508	251.5508	5.7400e-003	5.8600e-003	253.4421
Total	**0.0913**	**0.0564**	**0.9172**	**2.4600e-003**	**0.2794**	**1.3100e-003**	**0.2808**	**0.0741**	**1.2100e-003**	**0.0753**		**251.5508**	**251.5508**	**5.7400e-003**	**5.8600e-003**	**253.4421**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
Fast Food Restaurant with Drive Thru	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Fast Food Restaurant w/o Drive	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Fast Food Restaurant with Drive	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Regional Shopping Center	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant w/o Drive Thru	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Fast Food Restaurant with Drive Thru	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Other Asphalt Surfaces	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Parking Lot	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Regional Shopping Center	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
Fast Food Restaurant w/o Drive Thru	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Fast Food Restaurant w/o Drive Thru	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Unmitigated	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253

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	0.1064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7665					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0800e-003	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Total	**0.8780**	**5.0000e-004**	**0.0548**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**		**0.1175**	**0.1175**	**3.1000e-004**		**0.1253**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.1064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7665					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0800e-003	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Total	**0.8780**	**5.0000e-004**	**0.0548**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**		**0.1175**	**0.1175**	**3.1000e-004**		**0.1253**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Commercial Construction - Unmitigated)

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	214.07	1000sqft	4.91	214,073.00	0
Parking Lot	289.00	Space	1.14	49,419.00	0
Fast Food Restaurant w/o Drive Thru	16.20	1000sqft	0.37	16,200.00	0
Fast Food Restaurant with Drive Thru	1.60	1000sqft	0.04	1,600.00	0
Regional Shopping Center	16.20	1000sqft	0.37	16,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	340.53	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2023

Land Use - Total Project Area (Commercial Uses) is 6.83 acres

Construction Phase - Construction anticipated to be completed in 2023

Off-road Equipment - Hours are based on an 8-hour workday

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment -

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT - Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Site Preparation, Grading, and Building Construction

Grading - Analysis conservatively assumes that up to 10 acres can be disturbed per day

Architectural Coating - AQ-1: Use Low VOC Paint

Vehicle Trips - Construction run only

Energy Use - Construction run only

Water And Wastewater - Construction run only

Solid Waste - Construction run only

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	10.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	PhaseEndDate	2/9/2024	12/15/2023
tblConstructionPhase	PhaseEndDate	1/12/2024	12/15/2023
tblConstructionPhase	PhaseStartDate	1/13/2024	10/23/2023
tblConstructionPhase	PhaseStartDate	12/16/2023	11/20/2023
tblEnergyUse	LightingElect	6.62	0.00
tblEnergyUse	LightingElect	6.62	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	5.61	0.00
tblEnergyUse	NT24E	28.48	0.00
tblEnergyUse	NT24E	28.48	0.00
tblEnergyUse	NT24E	2.44	0.00
tblEnergyUse	NT24NG	195.77	0.00
tblEnergyUse	NT24NG	195.77	0.00
tblEnergyUse	NT24NG	0.30	0.00
tblEnergyUse	T24E	11.06	0.00
tblEnergyUse	T24E	11.06	0.00

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	T24E	4.09	0.00
tblEnergyUse	T24NG	76.89	0.00
tblEnergyUse	T24NG	76.89	0.00
tblEnergyUse	T24NG	1.90	0.00
tblGrading	AcresOfGrading	50.00	200.00
tblGrading	AcresOfGrading	35.00	100.00
tblLandUse	LandUseSquareFeet	115,600.00	49,419.00
tblLandUse	LotAcreage	2.60	1.14
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	340.53
tblSolidWaste	SolidWasteGenerationRate	186.61	0.00
tblSolidWaste	SolidWasteGenerationRate	18.43	0.00
tblSolidWaste	SolidWasteGenerationRate	17.01	0.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	49.00	43.00
tblVehicleTrips	CC_TL	8.40	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	79.50	0.00
tblVehicleTrips	CC_TTP	78.80	0.00
tblVehicleTrips	CC_TTP	64.70	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	1.50	0.00
tblVehicleTrips	CW_TTP	2.20	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	PR_TP	51.00	0.00
tblVehicleTrips	PR_TP	29.00	0.00
tblVehicleTrips	PR_TP	54.00	0.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	616.12	0.00
tblVehicleTrips	ST_TR	46.12	0.00
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	472.58	0.00
tblVehicleTrips	SU_TR	21.10	0.00
tblVehicleTrips	WD_TR	346.23	0.00
tblVehicleTrips	WD_TR	470.95	0.00
tblVehicleTrips	WD_TR	37.75	0.00
tblWater	IndoorWaterUseRate	4,917,246.14	0.00
tblWater	IndoorWaterUseRate	485,653.94	0.00
tblWater	IndoorWaterUseRate	1,199,974.85	0.00
tblWater	OutdoorWaterUseRate	313,866.77	0.00
tblWater	OutdoorWaterUseRate	30,999.19	0.00
tblWater	OutdoorWaterUseRate	735,468.46	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	4.5429	50.4821	20.5915	0.0589	28.8853	2.1586	31.0439	11.1328	1.9860	13.1188	0.0000	5,715.9050	5,715.9050	1.7866	0.0154	5,763.6750
2023	7.8520	39.9622	39.7809	0.0917	16.8204	1.7406	17.9643	4.5072	1.6241	5.5596	0.0000	8,969.4694	8,969.4694	1.8898	0.1573	9,063.5751
Maximum	**7.8520**	**50.4821**	**39.7809**	**0.0917**	**28.8853**	**2.1586**	**31.0439**	**11.1328**	**1.9860**	**13.1188**	**0.0000**	**8,969.4694**	**8,969.4694**	**1.8898**	**0.1573**	**9,063.5751**

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					
2022	4.5429	50.4821	20.5915	0.0589	11.3958	2.1586	13.5544	4.3766	1.9860	6.3626	0.0000	5,715.9050	5,715.9050	1.7866	0.0154	5,763.6750
2023	7.8520	39.9622	39.7809	0.0917	6.6779	1.7406	7.8218	1.7894	1.6241	2.8419	0.0000	8,969.4694	8,969.4694	1.8898	0.1573	9,063.5751
Maximum	**7.8520**	**50.4821**	**39.7809**	**0.0917**	**11.3958**	**2.1586**	**13.5544**	**4.3766**	**1.9860**	**6.3626**	**0.0000**	**8,969.4694**	**8,969.4694**	**1.8898**	**0.1573**	**9,063.5751**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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	60.46	0.00	56.38	60.58	0.00	50.72	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.8780**	**5.0000e-004**	**0.0548**	**0.0000**	**0.0000**	**2.0000e-004**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**2.0000e-004**		**0.1175**	**0.1175**	**3.1000e-004**	**0.0000**	**0.1253**

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	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.8780**	**5.0000e-004**	**0.0548**	**0.0000**	**0.0000**	**2.0000e-004**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**2.0000e-004**		**0.1175**	**0.1175**	**3.1000e-004**	**0.0000**	**0.1253**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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	Site Preparation	Site Preparation	12/17/2022	12/30/2022	5	10	
2	Grading	Grading	12/31/2022	1/27/2023	5	20	
3	Building Construction	Building Construction	1/28/2023	12/15/2023	5	230	
4	Paving	Paving	11/20/2023	12/15/2023	5	20	
5	Architectural Coating	Architectural Coating	10/23/2023	12/15/2023	5	40	

Acres of Grading (Site Preparation Phase): 100

Acres of Grading (Grading Phase): 200

Acres of Paving: 6.05

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 51,000; Non-Residential Outdoor: 17,000; Striped Parking Area: 15,810 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	3	8.00	212	0.43
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Crawler Tractors	3	8.00	212	0.43
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	8.00	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	8.00	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
Site Preparation	7	18.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	123.00	43.00	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	25.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 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					28.6713	0.0000	28.6713	11.0758	0.0000	11.0758			0.0000			0.0000
Off-Road	4.4735	50.3453	19.9794	0.0569		2.1564	2.1564		1.9839	1.9839		5,508.7626	5,508.7626	1.7817		5,553.3037
Total	**4.4735**	**50.3453**	**19.9794**	**0.0569**	**28.6713**	**2.1564**	**30.8277**	**11.0758**	**1.9839**	**13.0597**		**5,508.7626**	**5,508.7626**	**1.7817**		**5,553.3037**

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	0.0000
Vendor	3.1200e-003	0.0891	0.0305	3.6000e-004	0.0128	1.2200e-003	0.0140	3.6900e-003	1.1700e-003	4.8600e-003		38.6312	38.6312	4.0000e-004	5.7300e-003	40.3497
Worker	0.0663	0.0477	0.5816	1.6600e-003	0.2012	1.0000e-003	0.2022	0.0534	9.2000e-004	0.0543		168.5113	168.5113	4.5800e-003	4.6800e-003	170.0216
Total	**0.0694**	**0.1368**	**0.6121**	**2.0200e-003**	**0.2140**	**2.2200e-003**	**0.2162**	**0.0571**	**2.0900e-003**	**0.0591**		**207.1424**	**207.1424**	**4.9800e-003**	**0.0104**	**210.3713**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

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					11.1818	0.0000	11.1818	4.3196	0.0000	4.3196			0.0000			0.0000
Off-Road	4.4735	50.3453	19.9794	0.0569		2.1564	2.1564		1.9839	1.9839	0.0000	5,508.7626	5,508.7626	1.7817		5,553.3037
Total	**4.4735**	**50.3453**	**19.9794**	**0.0569**	**11.1818**	**2.1564**	**13.3382**	**4.3196**	**1.9839**	**6.3035**	**0.0000**	**5,508.7626**	**5,508.7626**	**1.7817**		**5,553.3037**

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	0.0000
Vendor	3.1200e-003	0.0891	0.0305	3.6000e-004	0.0128	1.2200e-003	0.0140	3.6900e-003	1.1700e-003	4.8600e-003		38.6312	38.6312	4.0000e-004	5.7300e-003	40.3497
Worker	0.0663	0.0477	0.5816	1.6600e-003	0.2012	1.0000e-003	0.2022	0.0534	9.2000e-004	0.0543		168.5113	168.5113	4.5800e-003	4.6800e-003	170.0216
Total	**0.0694**	**0.1368**	**0.6121**	**2.0200e-003**	**0.2140**	**2.2200e-003**	**0.2162**	**0.0571**	**2.0900e-003**	**0.0591**		**207.1424**	**207.1424**	**4.9800e-003**	**0.0104**	**210.3713**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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					16.6271	0.0000	16.6271	4.4553	0.0000	4.4553			0.0000			0.0000
Off-Road	2.9262	33.8015	15.4839	0.0438		1.3487	1.3487		1.2408	1.2408		4,239.0719	4,239.0719	1.3710		4,273.3470
Total	**2.9262**	**33.8015**	**15.4839**	**0.0438**	**16.6271**	**1.3487**	**17.9758**	**4.4553**	**1.2408**	**5.6962**		**4,239.0719**	**4,239.0719**	**1.3710**		**4,273.3470**

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	0.0000
Vendor	6.2300e-003	0.1782	0.0611	7.3000e-004	0.0256	2.4400e-003	0.0281	7.3800e-003	2.3400e-003	9.7200e-003		77.2623	77.2623	8.0000e-004	0.0115	80.6995
Worker	0.0552	0.0398	0.4846	1.3800e-003	0.1677	8.4000e-004	0.1685	0.0445	7.7000e-004	0.0452		140.4261	140.4261	3.8100e-003	3.9000e-003	141.6847
Total	**0.0615**	**0.2180**	**0.5457**	**2.1100e-003**	**0.1933**	**3.2800e-003**	**0.1966**	**0.0519**	**3.1100e-003**	**0.0550**		**217.6884**	**217.6884**	**4.6100e-003**	**0.0154**	**222.3841**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

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					6.4846	0.0000	6.4846	1.7376	0.0000	1.7376			0.0000			0.0000
Off-Road	2.9262	33.8015	15.4839	0.0438		1.3487	1.3487		1.2408	1.2408	0.0000	4,239.0719	4,239.0719	1.3710		4,273.3470
Total	**2.9262**	**33.8015**	**15.4839**	**0.0438**	**6.4846**	**1.3487**	**7.8333**	**1.7376**	**1.2408**	**2.9784**	**0.0000**	**4,239.0719**	**4,239.0719**	**1.3710**		**4,273.3470**

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	0.0000
Vendor	6.2300e-003	0.1782	0.0611	7.3000e-004	0.0256	2.4400e-003	0.0281	7.3800e-003	2.3400e-003	9.7200e-003		77.2623	77.2623	8.0000e-004	0.0115	80.6995
Worker	0.0552	0.0398	0.4846	1.3800e-003	0.1677	8.4000e-004	0.1685	0.0445	7.7000e-004	0.0452		140.4261	140.4261	3.8100e-003	3.9000e-003	141.6847
Total	**0.0615**	**0.2180**	**0.5457**	**2.1100e-003**	**0.1933**	**3.2800e-003**	**0.1966**	**0.0519**	**3.1100e-003**	**0.0550**		**217.6884**	**217.6884**	**4.6100e-003**	**0.0154**	**222.3841**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 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					
Fugitive Dust					16.6271	0.0000	16.6271	4.4553	0.0000	4.4553			0.0000			0.0000
Off-Road	2.5856	28.6596	14.7689	0.0438		1.1420	1.1420		1.0507	1.0507		4,236.4284	4,236.4284	1.3702		4,270.6821
Total	**2.5856**	**28.6596**	**14.7689**	**0.0438**	**16.6271**	**1.1420**	**17.7691**	**4.4553**	**1.0507**	**5.5060**		**4,236.4284**	**4,236.4284**	**1.3702**		**4,270.6821**

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	0.0000
Vendor	4.1800e-003	0.1386	0.0556	7.0000e-004	0.0256	1.1400e-003	0.0268	7.3800e-003	1.0900e-003	8.4700e-003		74.2923	74.2923	7.4000e-004	0.0110	77.5851
Worker	0.0514	0.0351	0.4468	1.3400e-003	0.1677	7.9000e-004	0.1685	0.0445	7.2000e-004	0.0452		136.7566	136.7566	3.4300e-003	3.6000e-003	137.9157
Total	**0.0556**	**0.1737**	**0.5025**	**2.0400e-003**	**0.1933**	**1.9300e-003**	**0.1952**	**0.0519**	**1.8100e-003**	**0.0537**		**211.0489**	**211.0489**	**4.1700e-003**	**0.0146**	**215.5008**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

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					6.4846	0.0000	6.4846	1.7376	0.0000	1.7376			0.0000			0.0000
Off-Road	2.5856	28.6596	14.7689	0.0438		1.1420	1.1420		1.0507	1.0507	0.0000	4,236.4284	4,236.4284	1.3702		4,270.6821
Total	**2.5856**	**28.6596**	**14.7689**	**0.0438**	**6.4846**	**1.1420**	**7.6266**	**1.7376**	**1.0507**	**2.7882**	**0.0000**	**4,236.4284**	**4,236.4284**	**1.3702**		**4,270.6821**

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	0.0000
Vendor	4.1800e-003	0.1386	0.0556	7.0000e-004	0.0256	1.1400e-003	0.0268	7.3800e-003	1.0900e-003	8.4700e-003		74.2923	74.2923	7.4000e-004	0.0110	77.5851
Worker	0.0514	0.0351	0.4468	1.3400e-003	0.1677	7.9000e-004	0.1685	0.0445	7.2000e-004	0.0452		136.7566	136.7566	3.4300e-003	3.6000e-003	137.9157
Total	**0.0556**	**0.1737**	**0.5025**	**2.0400e-003**	**0.1933**	**1.9300e-003**	**0.1952**	**0.0519**	**1.8100e-003**	**0.0537**		**211.0489**	**211.0489**	**4.1700e-003**	**0.0146**	**215.5008**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 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	2.5481	26.1615	17.3283	0.0429		1.1152	1.1152		1.0406	1.0406		4,101.8909	4,101.8909	1.1081		4,129.5928
Total	**2.5481**	**26.1615**	**17.3283**	**0.0429**		**1.1152**	**1.1152**		**1.0406**	**1.0406**		**4,101.8909**	**4,101.8909**	**1.1081**		**4,129.5928**

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	0.0000
Vendor	0.0449	1.4899	0.5979	7.5300e-003	0.2754	0.0123	0.2877	0.0793	0.0118	0.0911		798.6424	798.6424	7.9600e-003	0.1181	834.0399
Worker	0.4212	0.2881	3.6641	0.0110	1.3749	6.4500e-003	1.3813	0.3646	5.9400e-003	0.3706		1,121.4037	1,121.4037	0.0282	0.0295	1,130.9084
Total	**0.4661**	**1.7780**	**4.2620**	**0.0185**	**1.6503**	**0.0187**	**1.6690**	**0.4439**	**0.0177**	**0.4616**		**1,920.0461**	**1,920.0461**	**0.0361**	**0.1477**	**1,964.9483**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

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	2.5481	26.1615	17.3283	0.0429		1.1152	1.1152		1.0406	1.0406	0.0000	4,101.8909	4,101.8909	1.1081		4,129.5927
Total	**2.5481**	**26.1615**	**17.3283**	**0.0429**		**1.1152**	**1.1152**		**1.0406**	**1.0406**	**0.0000**	**4,101.8909**	**4,101.8909**	**1.1081**		**4,129.5927**

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	0.0000
Vendor	0.0449	1.4899	0.5979	7.5300e-003	0.2754	0.0123	0.2877	0.0793	0.0118	0.0911		798.6424	798.6424	7.9600e-003	0.1181	834.0399
Worker	0.4212	0.2881	3.6641	0.0110	1.3749	6.4500e-003	1.3813	0.3646	5.9400e-003	0.3706		1,121.4037	1,121.4037	0.0282	0.0295	1,130.9084
Total	**0.4661**	**1.7780**	**4.2620**	**0.0185**	**1.6503**	**0.0187**	**1.6690**	**0.4439**	**0.0177**	**0.4616**		**1,920.0461**	**1,920.0461**	**0.0361**	**0.1477**	**1,964.9483**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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	0.7926					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.8253**	**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**

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	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
Worker	0.0514	0.0351	0.4468	1.3400e-003	0.1677	7.9000e-004	0.1685	0.0445	7.2000e-004	0.0452		136.7566	136.7566	3.4300e-003	3.6000e-003	137.9157
Total	**0.0514**	**0.0351**	**0.4468**	**1.3400e-003**	**0.1677**	**7.9000e-004**	**0.1685**	**0.0445**	**7.2000e-004**	**0.0452**		**136.7566**	**136.7566**	**3.4300e-003**	**3.6000e-003**	**137.9157**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

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	0.7926					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.8253**	**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**

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	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
Worker	0.0514	0.0351	0.4468	1.3400e-003	0.1677	7.9000e-004	0.1685	0.0445	7.2000e-004	0.0452		136.7566	136.7566	3.4300e-003	3.6000e-003	137.9157
Total	**0.0514**	**0.0351**	**0.4468**	**1.3400e-003**	**0.1677**	**7.9000e-004**	**0.1685**	**0.0445**	**7.2000e-004**	**0.0452**		**136.7566**	**136.7566**	**3.4300e-003**	**3.6000e-003**	**137.9157**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 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					
Archit. Coating	2.6199					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2556	1.7373	2.4148	3.9600e-003		0.0944	0.0944		0.0944	0.0944		375.2641	375.2641	0.0225		375.8253
Total	**2.8755**	**1.7373**	**2.4148**	**3.9600e-003**		**0.0944**	**0.0944**		**0.0944**	**0.0944**		**375.2641**	**375.2641**	**0.0225**		**375.8253**

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	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
Worker	0.0856	0.0586	0.7447	2.2300e-003	0.2794	1.3100e-003	0.2808	0.0741	1.2100e-003	0.0753		227.9276	227.9276	5.7200e-003	6.0000e-003	229.8594
Total	**0.0856**	**0.0586**	**0.7447**	**2.2300e-003**	**0.2794**	**1.3100e-003**	**0.2808**	**0.0741**	**1.2100e-003**	**0.0753**		**227.9276**	**227.9276**	**5.7200e-003**	**6.0000e-003**	**229.8594**

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

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	2.6199					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2556	1.7373	2.4148	3.9600e-003		0.0944	0.0944		0.0944	0.0944	0.0000	375.2641	375.2641	0.0225		375.8253
Total	**2.8755**	**1.7373**	**2.4148**	**3.9600e-003**		**0.0944**	**0.0944**		**0.0944**	**0.0944**	**0.0000**	**375.2641**	**375.2641**	**0.0225**		**375.8253**

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	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
Worker	0.0856	0.0586	0.7447	2.2300e-003	0.2794	1.3100e-003	0.2808	0.0741	1.2100e-003	0.0753		227.9276	227.9276	5.7200e-003	6.0000e-003	229.8594
Total	**0.0856**	**0.0586**	**0.7447**	**2.2300e-003**	**0.2794**	**1.3100e-003**	**0.2808**	**0.0741**	**1.2100e-003**	**0.0753**		**227.9276**	**227.9276**	**5.7200e-003**	**6.0000e-003**	**229.8594**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
Fast Food Restaurant with Drive Thru	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Fast Food Restaurant w/o Drive	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Fast Food Restaurant with Drive	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Regional Shopping Center	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant w/o Drive Thru	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Fast Food Restaurant with Drive Thru	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Other Asphalt Surfaces	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Parking Lot	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Regional Shopping Center	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
Fast Food Restaurant w/o Drive Thru	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Fast Food Restaurant w/o Drive Thru	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Banning Point (Commercial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Unmitigated	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253

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	0.1064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7665					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0800e-003	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Total	**0.8780**	**5.0000e-004**	**0.0548**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**		**0.1175**	**0.1175**	**3.1000e-004**		**0.1253**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.1064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7665					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0800e-003	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Total	**0.8780**	**5.0000e-004**	**0.0548**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**		**0.1175**	**0.1175**	**3.1000e-004**		**0.1253**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Industrial Construction - Unmitigated)

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	154.99	1000sqft	3.56	154,990.00	0
Unrefrigerated Warehouse-No Rail	464.97	1000sqft	10.67	464,969.00	0
Other Asphalt Surfaces	530.34	1000sqft	12.17	530,340.00	0
Parking Lot	555.00	Space	3.82	166,050.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	353.15	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2022

Land Use - Total Project Area (Industrial Uses) is 30.22 acres

Construction Phase - Construction anticpated to be completed in 2022

Off-road Equipment - Hours are based on an 8-hour workday

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment -

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT - Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Site Preparation, Grading, and Building Construction

Grading - Analysis conservatively assumes that up to 10 acres can be disturbed per day

Architectural Coating - AQ-1: Use Low VOC Paint

Vehicle Trips - Construction run only

Energy Use - Construction run only

Water And Wastewater - Construction run only

Solid Waste - Construction run only

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	10.00
tblConstructionPhase	NumDays	500.00	250.00
tblConstructionPhase	NumDays	35.00	70.00
tblConstructionPhase	PhaseEndDate	12/1/2023	12/16/2022
tblConstructionPhase	PhaseEndDate	3/8/2024	12/16/2022
tblConstructionPhase	PhaseEndDate	1/19/2024	12/16/2022
tblConstructionPhase	PhaseStartDate	1/20/2024	9/10/2022
tblConstructionPhase	PhaseStartDate	12/2/2023	10/29/2022
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	2.37	0.00
tblEnergyUse	LightingElect	1.17	0.00
tblEnergyUse	NT24E	36.52	0.00
tblEnergyUse	NT24E	0.82	0.00
tblEnergyUse	NT24NG	48.51	0.00
tblEnergyUse	NT24NG	0.03	0.00
tblEnergyUse	T24E	0.95	0.00
tblEnergyUse	T24E	0.33	0.00
tblEnergyUse	T24NG	3.22	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	T24NG	1.98	0.00
tblGrading	AcresOfGrading	180.00	450.00
tblGrading	AcresOfGrading	70.00	200.00
tblLandUse	LandUseSquareFeet	222,000.00	166,050.00
tblLandUse	LotAcreage	4.99	3.82
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	353.15
tblSolidWaste	SolidWasteGenerationRate	145.69	0.00
tblSolidWaste	SolidWasteGenerationRate	437.07	0.00
tblTripsAndVMT	VendorTripNumber	0.00	14.00
tblTripsAndVMT	VendorTripNumber	0.00	31.00
tblTripsAndVMT	VendorTripNumber	216.00	171.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	ST_TR	2.12	0.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	2.12	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	2.12	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	35,841,437.50	0.00
tblWater	IndoorWaterUseRate	107,524,312.50	0.00

2.0 Emissions Summary

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.1682	1.9258	0.9582	2.3900e-003	0.6730	0.0788	0.7518	0.2144	0.0725	0.2869	0.0000	211.9751	211.9751	0.0622	2.4000e-003	214.2459
2022	1.0731	5.1228	5.3618	0.0167	0.9404	0.1899	1.1303	0.2528	0.1776	0.4305	0.0000	1,523.5074	1,523.5074	0.1593	0.0732	1,549.2947
Maximum	**1.0731**	**5.1228**	**5.3618**	**0.0167**	**0.9404**	**0.1899**	**1.1303**	**0.2528**	**0.1776**	**0.4305**	**0.0000**	**1,523.5074**	**1,523.5074**	**0.1593**	**0.0732**	**1,549.2947**

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	0.1682	1.9258	0.9582	2.3900e-003	0.2699	0.0788	0.3487	0.0857	0.0725	0.1582	0.0000	211.9748	211.9748	0.0622	2.4000e-003	214.2457
2022	1.0731	5.1228	5.3618	0.0167	0.9404	0.1899	1.1303	0.2528	0.1776	0.4305	0.0000	1,523.5068	1,523.5068	0.1593	0.0732	1,549.2941
Maximum	**1.0731**	**5.1228**	**5.3618**	**0.0167**	**0.9404**	**0.1899**	**1.1303**	**0.2528**	**0.1776**	**0.4305**	**0.0000**	**1,523.5068**	**1,523.5068**	**0.1593**	**0.0732**	**1,549.2941**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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**	**24.98**	**0.00**	**21.42**	**27.55**	**0.00**	**17.94**	**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	**10-4-2021**	**1-3-2022**	2.0932	2.0932
2	**1-4-2022**	**4-3-2022**	1.4105	1.4105
3	**4-4-2022**	**7-3-2022**	1.4172	1.4172
4	**7-4-2022**	**9-30-2022**	1.4899	1.4899
		Highest	2.0932	2.0932

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	2.5843	2.0000e-004	0.0218	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0423	0.0423	1.1000e-004	0.0000	0.0451
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.5843**	**2.0000e-004**	**0.0218**	**0.0000**	**0.0000**	**8.0000e-005**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0423**	**0.0423**	**1.1000e-004**	**0.0000**	**0.0451**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	2.5843	2.0000e-004	0.0218	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0423	0.0423	1.1000e-004	0.0000	0.0451
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.5843**	**2.0000e-004**	**0.0218**	**0.0000**	**0.0000**	**8.0000e-005**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0423**	**0.0423**	**1.1000e-004**	**0.0000**	**0.0451**

	ROG	NOx	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	Site Preparation	Site Preparation	10/4/2021	10/29/2021	5	20	
2	Grading	Grading	10/30/2021	12/31/2021	5	45	
3	Building Construction	Building Construction	1/1/2022	12/16/2022	5	250	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	10/29/2022	12/16/2022	5	35	
5	Architectural Coating	Architectural Coating	9/10/2022	12/16/2022	5	70	

Acres of Grading (Site Preparation Phase): 200

Acres of Grading (Grading Phase): 450

Acres of Paving: 15.99

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 929,939; Non-Residential Outdoor: 309,980; Striped Parking Area: 41,783 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	2	8.00	212	0.43
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	0	8.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Crawler Tractors	3	8.00	212	0.43
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	8.00	78	0.48
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Rollers	2	8.00	80	0.38

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
Site Preparation	7	18.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	31.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	553.00	171.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	111.00	0.00	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

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 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					0.2867	0.0000	0.2867	0.1108	0.0000	0.1108	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0534	0.6071	0.2183	5.7000e-004		0.0264	0.0264		0.0243	0.0243	0.0000	50.0314	50.0314	0.0162	0.0000	50.4359
Total	**0.0534**	**0.6071**	**0.2183**	**5.7000e-004**	**0.2867**	**0.0264**	**0.3131**	**0.1108**	**0.0243**	**0.1351**	**0.0000**	**50.0314**	**50.0314**	**0.0162**	**0.0000**	**50.4359**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 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	3.1000e-004	7.5800e-003	2.3800e-003	3.0000e-005	8.8000e-004	1.5000e-004	1.0300e-003	2.6000e-004	1.4000e-004	4.0000e-004	0.0000	2.5129	2.5129	3.0000e-005	3.7000e-004	2.6250
Worker	6.8000e-004	5.6000e-004	6.6900e-003	2.0000e-005	1.9800e-003	1.0000e-005	1.9900e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.6078	1.6078	5.0000e-005	5.0000e-005	1.6230
Total	**9.9000e-004**	**8.1400e-003**	**9.0700e-003**	**5.0000e-005**	**2.8600e-003**	**1.6000e-004**	**3.0200e-003**	**7.9000e-004**	**1.5000e-004**	**9.4000e-004**	**0.0000**	**4.1207**	**4.1207**	**8.0000e-005**	**4.2000e-004**	**4.2480**

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					0.1118	0.0000	0.1118	0.0432	0.0000	0.0432	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0534	0.6071	0.2183	5.7000e-004		0.0264	0.0264		0.0243	0.0243	0.0000	50.0313	50.0313	0.0162	0.0000	50.4359
Total	**0.0534**	**0.6071**	**0.2183**	**5.7000e-004**	**0.1118**	**0.0264**	**0.1383**	**0.0432**	**0.0243**	**0.0675**	**0.0000**	**50.0313**	**50.0313**	**0.0162**	**0.0000**	**50.4359**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 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	3.1000e-004	7.5800e-003	2.3800e-003	3.0000e-005	8.8000e-004	1.5000e-004	1.0300e-003	2.6000e-004	1.4000e-004	4.0000e-004	0.0000	2.5129	2.5129	3.0000e-005	3.7000e-004	2.6250
Worker	6.8000e-004	5.6000e-004	6.6900e-003	2.0000e-005	1.9800e-003	1.0000e-005	1.9900e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.6078	1.6078	5.0000e-005	5.0000e-005	1.6230
Total	**9.9000e-004**	**8.1400e-003**	**9.0700e-003**	**5.0000e-005**	**2.8600e-003**	**1.6000e-004**	**3.0200e-003**	**7.9000e-004**	**1.5000e-004**	**9.4000e-004**	**0.0000**	**4.1207**	**4.1207**	**8.0000e-005**	**4.2000e-004**	**4.2480**

3.3 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					0.3741	0.0000	0.3741	0.1002	0.0000	0.1002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1106	1.2714	0.7023	1.6100e-003		0.0514	0.0514		0.0473	0.0473	0.0000	141.2838	141.2838	0.0457	0.0000	142.4262
Total	**0.1106**	**1.2714**	**0.7023**	**1.6100e-003**	**0.3741**	**0.0514**	**0.4255**	**0.1002**	**0.0473**	**0.1475**	**0.0000**	**141.2838**	**141.2838**	**0.0457**	**0.0000**	**142.4262**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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	1.5600e-003	0.0378	0.0119	1.3000e-004	4.4100e-003	7.4000e-004	5.1500e-003	1.2700e-003	7.1000e-004	1.9800e-003	0.0000	12.5197	12.5197	1.4000e-004	1.8600e-003	13.0784
Worker	1.7000e-003	1.3900e-003	0.0167	4.0000e-005	4.9500e-003	3.0000e-005	4.9700e-003	1.3100e-003	2.0000e-005	1.3400e-003	0.0000	4.0194	4.0194	1.2000e-004	1.2000e-004	4.0574
Total	**3.2600e-003**	**0.0392**	**0.0286**	**1.7000e-004**	**9.3600e-003**	**7.7000e-004**	**0.0101**	**2.5800e-003**	**7.3000e-004**	**3.3200e-003**	**0.0000**	**16.5391**	**16.5391**	**2.6000e-004**	**1.9800e-003**	**17.1358**

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					0.1459	0.0000	0.1459	0.0391	0.0000	0.0391	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1106	1.2714	0.7023	1.6100e-003		0.0514	0.0514		0.0473	0.0473	0.0000	141.2837	141.2837	0.0457	0.0000	142.4260
Total	**0.1106**	**1.2714**	**0.7023**	**1.6100e-003**	**0.1459**	**0.0514**	**0.1973**	**0.0391**	**0.0473**	**0.0864**	**0.0000**	**141.2837**	**141.2837**	**0.0457**	**0.0000**	**142.4260**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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	1.5600e-003	0.0378	0.0119	1.3000e-004	4.4100e-003	7.4000e-004	5.1500e-003	1.2700e-003	7.1000e-004	1.9800e-003	0.0000	12.5197	12.5197	1.4000e-004	1.8600e-003	13.0784
Worker	1.7000e-003	1.3900e-003	0.0167	4.0000e-005	4.9500e-003	3.0000e-005	4.9700e-003	1.3100e-003	2.0000e-005	1.3400e-003	0.0000	4.0194	4.0194	1.2000e-004	1.2000e-004	4.0574
Total	**3.2600e-003**	**0.0392**	**0.0286**	**1.7000e-004**	**9.3600e-003**	**7.7000e-004**	**0.0101**	**2.5800e-003**	**7.3000e-004**	**3.3200e-003**	**0.0000**	**16.5391**	**16.5391**	**2.6000e-004**	**1.9800e-003**	**17.1358**

3.4 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	0.3490	3.7142	2.2063	5.3700e-003		0.1591	0.1591		0.1484	0.1484	0.0000	465.4059	465.4059	0.1262	0.0000	468.5618
Total	**0.3490**	**3.7142**	**2.2063**	**5.3700e-003**		**0.1591**	**0.1591**		**0.1484**	**0.1484**	**0.0000**	**465.4059**	**465.4059**	**0.1262**	**0.0000**	**468.5618**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 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	0.0340	0.9487	0.3197	3.8900e-003	0.1350	0.0131	0.1481	0.0390	0.0125	0.0514	0.0000	374.3137	374.3137	3.9400e-003	0.0555	390.9644
Worker	0.2416	0.1882	2.3547	6.5100e-003	0.7598	3.8500e-003	0.7636	0.2018	3.5500e-003	0.2053	0.0000	600.7778	600.7778	0.0160	0.0166	606.1343
Total	**0.2756**	**1.1369**	**2.6744**	**0.0104**	**0.8948**	**0.0169**	**0.9117**	**0.2407**	**0.0160**	**0.2567**	**0.0000**	**975.0915**	**975.0915**	**0.0200**	**0.0722**	**997.0987**

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	0.3490	3.7142	2.2063	5.3700e-003		0.1591	0.1591		0.1484	0.1484	0.0000	465.4054	465.4054	0.1262	0.0000	468.5612
Total	**0.3490**	**3.7142**	**2.2063**	**5.3700e-003**		**0.1591**	**0.1591**		**0.1484**	**0.1484**	**0.0000**	**465.4054**	**465.4054**	**0.1262**	**0.0000**	**468.5612**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 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	0.0340	0.9487	0.3197	3.8900e-003	0.1350	0.0131	0.1481	0.0390	0.0125	0.0514	0.0000	374.3137	374.3137	3.9400e-003	0.0555	390.9644
Worker	0.2416	0.1882	2.3547	6.5100e-003	0.7598	3.8500e-003	0.7636	0.2018	3.5500e-003	0.2053	0.0000	600.7778	600.7778	0.0160	0.0166	606.1343
Total	**0.2756**	**1.1369**	**2.6744**	**0.0104**	**0.8948**	**0.0169**	**0.9117**	**0.2407**	**0.0160**	**0.2567**	**0.0000**	**975.0915**	**975.0915**	**0.0200**	**0.0722**	**997.0987**

3.5 Paving - 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	0.0193	0.1947	0.2552	4.0000e-004		9.9400e-003	9.9400e-003		9.1400e-003	9.1400e-003	0.0000	35.0482	35.0482	0.0113	0.0000	35.3316
Paving	0.0210					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0403**	**0.1947**	**0.2552**	**4.0000e-004**		**9.9400e-003**	**9.9400e-003**		**9.1400e-003**	**9.1400e-003**	**0.0000**	**35.0482**	**35.0482**	**0.0113**	**0.0000**	**35.3316**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 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	9.2000e-004	7.1000e-004	8.9400e-003	2.0000e-005	2.8900e-003	1.0000e-005	2.9000e-003	7.7000e-004	1.0000e-005	7.8000e-004	0.0000	2.2814	2.2814	6.0000e-005	6.0000e-005	2.3018
Total	**9.2000e-004**	**7.1000e-004**	**8.9400e-003**	**2.0000e-005**	**2.8900e-003**	**1.0000e-005**	**2.9000e-003**	**7.7000e-004**	**1.0000e-005**	**7.8000e-004**	**0.0000**	**2.2814**	**2.2814**	**6.0000e-005**	**6.0000e-005**	**2.3018**

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	0.0193	0.1947	0.2552	4.0000e-004		9.9400e-003	9.9400e-003		9.1400e-003	9.1400e-003	0.0000	35.0482	35.0482	0.0113	0.0000	35.3316
Paving	0.0210					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0403**	**0.1947**	**0.2552**	**4.0000e-004**		**9.9400e-003**	**9.9400e-003**		**9.1400e-003**	**9.1400e-003**	**0.0000**	**35.0482**	**35.0482**	**0.0113**	**0.0000**	**35.3316**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 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	9.2000e-004	7.1000e-004	8.9400e-003	2.0000e-005	2.8900e-003	1.0000e-005	2.9000e-003	7.7000e-004	1.0000e-005	7.8000e-004	0.0000	2.2814	2.2814	6.0000e-005	6.0000e-005	2.3018
Total	**9.2000e-004**	**7.1000e-004**	**8.9400e-003**	**2.0000e-005**	**2.8900e-003**	**1.0000e-005**	**2.9000e-003**	**7.7000e-004**	**1.0000e-005**	**7.8000e-004**	**0.0000**	**2.2814**	**2.2814**	**6.0000e-005**	**6.0000e-005**	**2.3018**

3.6 Architectural Coating - 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					
Archit. Coating	0.3842					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5500e-003	0.0657	0.0846	1.4000e-004		3.8100e-003	3.8100e-003		3.8100e-003	3.8100e-003	0.0000	11.9152	11.9152	7.8000e-004	0.0000	11.9346
Total	**0.3937**	**0.0657**	**0.0846**	**1.4000e-004**		**3.8100e-003**	**3.8100e-003**		**3.8100e-003**	**3.8100e-003**	**0.0000**	**11.9152**	**11.9152**	**7.8000e-004**	**0.0000**	**11.9346**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 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	0.0136	0.0106	0.1323	3.7000e-004	0.0427	2.2000e-004	0.0429	0.0113	2.0000e-004	0.0115	0.0000	33.7652	33.7652	9.0000e-004	9.3000e-004	34.0663
Total	**0.0136**	**0.0106**	**0.1323**	**3.7000e-004**	**0.0427**	**2.2000e-004**	**0.0429**	**0.0113**	**2.0000e-004**	**0.0115**	**0.0000**	**33.7652**	**33.7652**	**9.0000e-004**	**9.3000e-004**	**34.0663**

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	0.3842					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5500e-003	0.0657	0.0846	1.4000e-004		3.8100e-003	3.8100e-003		3.8100e-003	3.8100e-003	0.0000	11.9152	11.9152	7.8000e-004	0.0000	11.9346
Total	**0.3937**	**0.0657**	**0.0846**	**1.4000e-004**		**3.8100e-003**	**3.8100e-003**		**3.8100e-003**	**3.8100e-003**	**0.0000**	**11.9152**	**11.9152**	**7.8000e-004**	**0.0000**	**11.9346**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 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	0.0136	0.0106	0.1323	3.7000e-004	0.0427	2.2000e-004	0.0429	0.0113	2.0000e-004	0.0115	0.0000	33.7652	33.7652	9.0000e-004	9.3000e-004	34.0663
Total	**0.0136**	**0.0106**	**0.1323**	**3.7000e-004**	**0.0427**	**2.2000e-004**	**0.0429**	**0.0113**	**2.0000e-004**	**0.0115**	**0.0000**	**33.7652**	**33.7652**	**9.0000e-004**	**9.3000e-004**	**34.0663**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Parking Lot	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Refrigerated Warehouse-No Rail	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Unrefrigerated Warehouse-No Rail	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	2.5843	2.0000e-004	0.0218	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0423	0.0423	1.1000e-004	0.0000	0.0451
Unmitigated	2.5843	2.0000e-004	0.0218	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0423	0.0423	1.1000e-004	0.0000	0.0451

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	0.2970					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.2852					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0300e-003	2.0000e-004	0.0218	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0423	0.0423	1.1000e-004	0.0000	0.0451
Total	**2.5843**	**2.0000e-004**	**0.0218**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0423**	**0.0423**	**1.1000e-004**	**0.0000**	**0.0451**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.2970					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.2852					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0300e-003	2.0000e-004	0.0218	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0423	0.0423	1.1000e-004	0.0000	0.0451
Total	**2.5843**	**2.0000e-004**	**0.0218**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0423**	**0.0423**	**1.1000e-004**	**0.0000**	**0.0451**

7.0 Water Detail

7.1 Mitigation Measures Water

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Industrial Construction - Unmitigated)

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	154.99	1000sqft	3.56	154,990.00	0
Unrefrigerated Warehouse-No Rail	464.97	1000sqft	10.67	464,969.00	0
Other Asphalt Surfaces	530.34	1000sqft	12.17	530,340.00	0
Parking Lot	555.00	Space	3.82	166,050.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	353.15	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2022

Land Use - Total Project Area (Industrial Uses) is 30.22 acres

Construction Phase - Construction anticpated to be completed in 2022

Off-road Equipment - Hours are based on an 8-hour workday

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment -

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT - Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Site Preparation, Grading, and Building Construction

Grading - Analysis conservatively assumes that up to 10 acres can be disturbed per day

Architectural Coating - AQ-1: Use Low VOC Paint

Vehicle Trips - Construction run only

Energy Use - Construction run only

Water And Wastewater - Construction run only

Solid Waste - Construction run only

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	10.00
tblConstructionPhase	NumDays	500.00	250.00
tblConstructionPhase	NumDays	35.00	70.00
tblConstructionPhase	PhaseEndDate	12/1/2023	12/16/2022
tblConstructionPhase	PhaseEndDate	3/8/2024	12/16/2022
tblConstructionPhase	PhaseEndDate	1/19/2024	12/16/2022
tblConstructionPhase	PhaseStartDate	1/20/2024	9/10/2022
tblConstructionPhase	PhaseStartDate	12/2/2023	10/29/2022
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	2.37	0.00
tblEnergyUse	LightingElect	1.17	0.00
tblEnergyUse	NT24E	36.52	0.00
tblEnergyUse	NT24E	0.82	0.00
tblEnergyUse	NT24NG	48.51	0.00
tblEnergyUse	NT24NG	0.03	0.00
tblEnergyUse	T24E	0.95	0.00
tblEnergyUse	T24E	0.33	0.00
tblEnergyUse	T24NG	3.22	0.00

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	T24NG	1.98	0.00
tblGrading	AcresOfGrading	180.00	450.00
tblGrading	AcresOfGrading	70.00	200.00
tblLandUse	LandUseSquareFeet	222,000.00	166,050.00
tblLandUse	LotAcreage	4.99	3.82
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	353.15
tblSolidWaste	SolidWasteGenerationRate	145.69	0.00
tblSolidWaste	SolidWasteGenerationRate	437.07	0.00
tblTripsAndVMT	VendorTripNumber	0.00	14.00
tblTripsAndVMT	VendorTripNumber	0.00	31.00
tblTripsAndVMT	VendorTripNumber	216.00	171.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	ST_TR	2.12	0.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	2.12	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	2.12	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	35,841,437.50	0.00
tblWater	IndoorWaterUseRate	107,524,312.50	0.00

2.0 Emissions Summary

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	5.4451	61.4818	32.6043	0.0794	28.9621	2.6590	31.6212	11.1550	2.4469	13.6018	0.0000	7,747.4038	7,747.4038	2.2514	0.0967	7,832.5035
2022	19.2954	51.6812	64.2321	0.1698	8.6849	2.0914	10.7762	2.3282	1.9535	4.2816	0.0000	17,004.1978	17,004.1978	2.0604	0.6619	17,252.9488
Maximum	**19.2954**	**61.4818**	**64.2321**	**0.1698**	**28.9621**	**2.6590**	**31.6212**	**11.1550**	**2.4469**	**13.6018**	**0.0000**	**17,004.1978**	**17,004.1978**	**2.2514**	**0.6619**	**17,252.9488**

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	5.4451	61.4818	32.6043	0.0794	11.4727	2.6590	14.1317	4.3987	2.4469	6.8456	0.0000	7,747.4038	7,747.4038	2.2514	0.0967	7,832.5034
2022	19.2954	51.6812	64.2321	0.1698	8.6849	2.0914	10.7762	2.3282	1.9535	4.2816	0.0000	17,004.1977	17,004.1977	2.0604	0.6619	17,252.9487
Maximum	**19.2954**	**61.4818**	**64.2321**	**0.1698**	**11.4727**	**2.6590**	**14.1317**	**4.3987**	**2.4469**	**6.8456**	**0.0000**	**17,004.1977**	**17,004.1977**	**2.2514**	**0.6619**	**17,252.9487**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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	46.46	0.00	41.25	50.11	0.00	37.78	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**14.1657**	**1.5900e-003**	**0.1744**	**1.0000e-005**	**0.0000**	**6.2000e-004**	**6.2000e-004**	**0.0000**	**6.2000e-004**	**6.2000e-004**		**0.3732**	**0.3732**	**9.8000e-004**	**0.0000**	**0.3978**

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	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**14.1657**	**1.5900e-003**	**0.1744**	**1.0000e-005**	**0.0000**	**6.2000e-004**	**6.2000e-004**	**0.0000**	**6.2000e-004**	**6.2000e-004**		**0.3732**	**0.3732**	**9.8000e-004**	**0.0000**	**0.3978**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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	Site Preparation	Site Preparation	10/4/2021	10/29/2021	5	20	
2	Grading	Grading	10/30/2021	12/31/2021	5	45	
3	Building Construction	Building Construction	1/1/2022	12/16/2022	5	250	
4	Paving	Paving	10/29/2022	12/16/2022	5	35	
5	Architectural Coating	Architectural Coating	9/10/2022	12/16/2022	5	70	

Acres of Grading (Site Preparation Phase): 200

Acres of Grading (Grading Phase): 450

Acres of Paving: 15.99

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 929,939; Non-Residential Outdoor: 309,980; Striped Parking Area: 41,783 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	2	8.00	212	0.43
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Crawler Tractors	3	8.00	212	0.43
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	8.00	78	0.48
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

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
Site Preparation	7	18.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	31.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	553.00	171.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	111.00	0.00	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

3.1 Mitigation Measures Construction

Water Exposed Area

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 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					28.6713	0.0000	28.6713	11.0758	0.0000	11.0758			0.0000			0.0000
Off-Road	5.3366	60.7083	21.8265	0.0569		2.6431	2.6431		2.4316	2.4316		5,515.0170	5,515.0170	1.7837		5,559.6087
Total	**5.3366**	**60.7083**	**21.8265**	**0.0569**	**28.6713**	**2.6431**	**31.3143**	**11.0758**	**2.4316**	**13.5074**		**5,515.0170**	**5,515.0170**	**1.7837**		**5,559.6087**

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	0.0000
Vendor	0.0317	0.7212	0.2340	2.6100e-003	0.0897	0.0149	0.1046	0.0258	0.0143	0.0401		276.9247	276.9247	3.1700e-003	0.0412	289.2729
Worker	0.0768	0.0522	0.7844	1.8900e-003	0.2012	1.0700e-003	0.2023	0.0534	9.8000e-004	0.0543		191.2409	191.2409	5.1400e-003	4.9800e-003	192.8534
Total	**0.1085**	**0.7734**	**1.0184**	**4.5000e-003**	**0.2909**	**0.0160**	**0.3069**	**0.0792**	**0.0152**	**0.0944**		**468.1656**	**468.1656**	**8.3100e-003**	**0.0462**	**482.1263**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2021

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					11.1818	0.0000	11.1818	4.3196	0.0000	4.3196			0.0000			0.0000
Off-Road	5.3366	60.7083	21.8265	0.0569		2.6431	2.6431		2.4316	2.4316	0.0000	5,515.0170	5,515.0170	1.7837		5,559.6087
Total	**5.3366**	**60.7083**	**21.8265**	**0.0569**	**11.1818**	**2.6431**	**13.8249**	**4.3196**	**2.4316**	**6.7512**	**0.0000**	**5,515.0170**	**5,515.0170**	**1.7837**		**5,559.6087**

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	0.0000
Vendor	0.0317	0.7212	0.2340	2.6100e-003	0.0897	0.0149	0.1046	0.0258	0.0143	0.0401		276.9247	276.9247	3.1700e-003	0.0412	289.2729
Worker	0.0768	0.0522	0.7844	1.8900e-003	0.2012	1.0700e-003	0.2023	0.0534	9.8000e-004	0.0543		191.2409	191.2409	5.1400e-003	4.9800e-003	192.8534
Total	**0.1085**	**0.7734**	**1.0184**	**4.5000e-003**	**0.2909**	**0.0160**	**0.3069**	**0.0792**	**0.0152**	**0.0944**		**468.1656**	**468.1656**	**8.3100e-003**	**0.0462**	**482.1263**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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					16.6271	0.0000	16.6271	4.4553	0.0000	4.4553			0.0000			0.0000
Off-Road	4.9154	56.5054	31.2146	0.0715		2.2846	2.2846		2.1019	2.1019		6,921.7235	6,921.7235	2.2386		6,977.6891
Total	**4.9154**	**56.5054**	**31.2146**	**0.0715**	**16.6271**	**2.2846**	**18.9117**	**4.4553**	**2.1019**	**6.5572**		**6,921.7235**	**6,921.7235**	**2.2386**		**6,977.6891**

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	0.0000
Vendor	0.0702	1.5970	0.5182	5.7900e-003	0.1986	0.0330	0.2316	0.0572	0.0316	0.0888		613.1904	613.1904	7.0100e-003	0.0912	640.5328
Worker	0.0853	0.0580	0.8716	2.1000e-003	0.2236	1.1900e-003	0.2247	0.0593	1.0900e-003	0.0604		212.4899	212.4899	5.7100e-003	5.5300e-003	214.2816
Total	**0.1555**	**1.6550**	**1.3897**	**7.8900e-003**	**0.4221**	**0.0342**	**0.4563**	**0.1165**	**0.0327**	**0.1491**		**825.6803**	**825.6803**	**0.0127**	**0.0967**	**854.8143**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2021

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					6.4846	0.0000	6.4846	1.7376	0.0000	1.7376			0.0000			0.0000
Off-Road	4.9154	56.5054	31.2146	0.0715		2.2846	2.2846		2.1019	2.1019	0.0000	6,921.7235	6,921.7235	2.2386		6,977.6891
Total	**4.9154**	**56.5054**	**31.2146**	**0.0715**	**6.4846**	**2.2846**	**8.7692**	**1.7376**	**2.1019**	**3.8394**	**0.0000**	**6,921.7235**	**6,921.7235**	**2.2386**		**6,977.6891**

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	0.0000
Vendor	0.0702	1.5970	0.5182	5.7900e-003	0.1986	0.0330	0.2316	0.0572	0.0316	0.0888		613.1904	613.1904	7.0100e-003	0.0912	640.5328
Worker	0.0853	0.0580	0.8716	2.1000e-003	0.2236	1.1900e-003	0.2247	0.0593	1.0900e-003	0.0604		212.4899	212.4899	5.7100e-003	5.5300e-003	214.2816
Total	**0.1555**	**1.6550**	**1.3897**	**7.8900e-003**	**0.4221**	**0.0342**	**0.4563**	**0.1165**	**0.0327**	**0.1491**		**825.6803**	**825.6803**	**0.0127**	**0.0967**	**854.8143**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 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	2.7921	29.7134	17.6504	0.0429		1.2724	1.2724		1.1875	1.1875		4,104.1775	4,104.1775	1.1132		4,132.0074
Total	**2.7921**	**29.7134**	**17.6504**	**0.0429**		**1.2724**	**1.2724**		**1.1875**	**1.1875**		**4,104.1775**	**4,104.1775**	**1.1132**		**4,132.0074**

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	0.0000
Vendor	0.2783	7.2309	2.5143	0.0311	1.0953	0.1043	1.1995	0.3154	0.0997	0.4151		3,299.3653	3,299.3653	0.0349	0.4893	3,446.0441
Worker	2.1793	1.4123	22.0457	0.0562	6.1812	0.0308	6.2121	1.6393	0.0284	1.6677		5,715.4713	5,715.4713	0.1416	0.1406	5,760.9016
Total	**2.4576**	**8.6432**	**24.5600**	**0.0873**	**7.2765**	**0.1351**	**7.4116**	**1.9547**	**0.1281**	**2.0828**		**9,014.8366**	**9,014.8366**	**0.1765**	**0.6299**	**9,206.9456**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

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	2.7921	29.7134	17.6504	0.0429		1.2724	1.2724		1.1875	1.1875	0.0000	4,104.1775	4,104.1775	1.1132		4,132.0074
Total	**2.7921**	**29.7134**	**17.6504**	**0.0429**		**1.2724**	**1.2724**		**1.1875**	**1.1875**	**0.0000**	**4,104.1775**	**4,104.1775**	**1.1132**		**4,132.0074**

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	0.0000
Vendor	0.2783	7.2309	2.5143	0.0311	1.0953	0.1043	1.1995	0.3154	0.0997	0.4151		3,299.3653	3,299.3653	0.0349	0.4893	3,446.0441
Worker	2.1793	1.4123	22.0457	0.0562	6.1812	0.0308	6.2121	1.6393	0.0284	1.6677		5,715.4713	5,715.4713	0.1416	0.1406	5,760.9016
Total	**2.4576**	**8.6432**	**24.5600**	**0.0873**	**7.2765**	**0.1351**	**7.4116**	**1.9547**	**0.1281**	**2.0828**		**9,014.8366**	**9,014.8366**	**0.1765**	**0.6299**	**9,206.9456**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 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	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	1.1970					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.2998**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

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	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
Worker	0.0591	0.0383	0.5980	1.5200e-003	0.1677	8.4000e-004	0.1685	0.0445	7.7000e-004	0.0452		155.0309	155.0309	3.8400e-003	3.8100e-003	156.2632
Total	**0.0591**	**0.0383**	**0.5980**	**1.5200e-003**	**0.1677**	**8.4000e-004**	**0.1685**	**0.0445**	**7.7000e-004**	**0.0452**		**155.0309**	**155.0309**	**3.8400e-003**	**3.8100e-003**	**156.2632**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2022

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	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	1.1970					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.2998**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

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	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
Worker	0.0591	0.0383	0.5980	1.5200e-003	0.1677	8.4000e-004	0.1685	0.0445	7.7000e-004	0.0452		155.0309	155.0309	3.8400e-003	3.8100e-003	156.2632
Total	**0.0591**	**0.0383**	**0.5980**	**1.5200e-003**	**0.1677**	**8.4000e-004**	**0.1685**	**0.0445**	**7.7000e-004**	**0.0452**		**155.0309**	**155.0309**	**3.8400e-003**	**3.8100e-003**	**156.2632**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 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					
Archit. Coating	10.9767					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2727	1.8780	2.4181	3.9600e-003		0.1090	0.1090		0.1090	0.1090		375.2641	375.2641	0.0244		375.8749
Total	**11.2494**	**1.8780**	**2.4181**	**3.9600e-003**		**0.1090**	**0.1090**		**0.1090**	**0.1090**		**375.2641**	**375.2641**	**0.0244**		**375.8749**

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	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
Worker	0.4374	0.2835	4.4251	0.0113	1.2407	6.1800e-003	1.2469	0.3290	5.6900e-003	0.3347		1,147.2284	1,147.2284	0.0284	0.0282	1,156.3473
Total	**0.4374**	**0.2835**	**4.4251**	**0.0113**	**1.2407**	**6.1800e-003**	**1.2469**	**0.3290**	**5.6900e-003**	**0.3347**		**1,147.2284**	**1,147.2284**	**0.0284**	**0.0282**	**1,156.3473**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2022

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	10.9767					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2727	1.8780	2.4181	3.9600e-003		0.1090	0.1090		0.1090	0.1090	0.0000	375.2641	375.2641	0.0244		375.8749
Total	**11.2494**	**1.8780**	**2.4181**	**3.9600e-003**		**0.1090**	**0.1090**		**0.1090**	**0.1090**	**0.0000**	**375.2641**	**375.2641**	**0.0244**		**375.8749**

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	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
Worker	0.4374	0.2835	4.4251	0.0113	1.2407	6.1800e-003	1.2469	0.3290	5.6900e-003	0.3347		1,147.2284	1,147.2284	0.0284	0.0282	1,156.3473
Total	**0.4374**	**0.2835**	**4.4251**	**0.0113**	**1.2407**	**6.1800e-003**	**1.2469**	**0.3290**	**5.6900e-003**	**0.3347**		**1,147.2284**	**1,147.2284**	**0.0284**	**0.0282**	**1,156.3473**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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
Unrefrigerated Warehouse-No	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Parking Lot	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Refrigerated Warehouse-No Rail	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Unrefrigerated Warehouse-No Rail	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Unmitigated	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978

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	1.6276					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.5219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0162	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Total	**14.1657**	**1.5900e-003**	**0.1744**	**1.0000e-005**		**6.2000e-004**	**6.2000e-004**		**6.2000e-004**	**6.2000e-004**		**0.3732**	**0.3732**	**9.8000e-004**		**0.3978**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	1.6276					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.5219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0162	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Total	**14.1657**	**1.5900e-003**	**0.1744**	**1.0000e-005**		**6.2000e-004**	**6.2000e-004**		**6.2000e-004**	**6.2000e-004**		**0.3732**	**0.3732**	**9.8000e-004**		**0.3978**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Industrial Construction - Unmitigated)

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	154.99	1000sqft	3.56	154,990.00	0
Unrefrigerated Warehouse-No Rail	464.97	1000sqft	10.67	464,969.00	0
Other Asphalt Surfaces	530.34	1000sqft	12.17	530,340.00	0
Parking Lot	555.00	Space	3.82	166,050.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	353.15	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2022

Land Use - Total Project Area (Industrial Uses) is 30.22 acres

Construction Phase - Construction anticpated to be completed in 2022

Off-road Equipment - Hours are based on an 8-hour workday

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment -

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT - Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Site Preparation, Grading, and Building Construction

Grading - Analysis conservatively assumes that up to 10 acres can be disturbed per day

Architectural Coating - AQ-1: Use Low VOC Paint

Vehicle Trips - Construction run only

Energy Use - Construction run only

Water And Wastewater - Construction run only

Solid Waste - Construction run only

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	10.00
tblConstructionPhase	NumDays	500.00	250.00
tblConstructionPhase	NumDays	35.00	70.00
tblConstructionPhase	PhaseEndDate	12/1/2023	12/16/2022
tblConstructionPhase	PhaseEndDate	3/8/2024	12/16/2022
tblConstructionPhase	PhaseEndDate	1/19/2024	12/16/2022
tblConstructionPhase	PhaseStartDate	1/20/2024	9/10/2022
tblConstructionPhase	PhaseStartDate	12/2/2023	10/29/2022
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	2.37	0.00
tblEnergyUse	LightingElect	1.17	0.00
tblEnergyUse	NT24E	36.52	0.00
tblEnergyUse	NT24E	0.82	0.00
tblEnergyUse	NT24NG	48.51	0.00
tblEnergyUse	NT24NG	0.03	0.00
tblEnergyUse	T24E	0.95	0.00
tblEnergyUse	T24E	0.33	0.00
tblEnergyUse	T24NG	3.22	0.00

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	T24NG	1.98	0.00
tblGrading	AcresOfGrading	180.00	450.00
tblGrading	AcresOfGrading	70.00	200.00
tblLandUse	LandUseSquareFeet	222,000.00	166,050.00
tblLandUse	LotAcreage	4.99	3.82
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	353.15
tblSolidWaste	SolidWasteGenerationRate	145.69	0.00
tblSolidWaste	SolidWasteGenerationRate	437.07	0.00
tblTripsAndVMT	VendorTripNumber	0.00	14.00
tblTripsAndVMT	VendorTripNumber	0.00	31.00
tblTripsAndVMT	VendorTripNumber	216.00	171.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	ST_TR	2.12	0.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	2.12	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	2.12	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	35,841,437.50	0.00
tblWater	IndoorWaterUseRate	107,524,312.50	0.00

2.0 Emissions Summary

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	5.4390	61.5208	32.4562	0.0792	28.9621	2.6591	31.6212	11.1550	2.4469	13.6018	0.0000	7,727.7246	7,727.7246	2.2512	0.0970	7,812.9001
2022	19.1073	52.1341	59.1973	0.1633	8.6849	2.0916	10.7765	2.3282	1.9537	4.2819	0.0000	16,346.6857	16,346.6857	2.0586	0.6669	16,596.8870
Maximum	**19.1073**	**61.5208**	**59.1973**	**0.1633**	**28.9621**	**2.6591**	**31.6212**	**11.1550**	**2.4469**	**13.6018**	**0.0000**	**16,346.6857**	**16,346.6857**	**2.2512**	**0.6669**	**16,596.8870**

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	5.4390	61.5208	32.4562	0.0792	11.4727	2.6591	14.1317	4.3987	2.4469	6.8456	0.0000	7,727.7246	7,727.7246	2.2512	0.0970	7,812.9001
2022	19.1073	52.1341	59.1973	0.1633	8.6849	2.0916	10.7765	2.3282	1.9537	4.2819	0.0000	16,346.6857	16,346.6857	2.0586	0.6669	16,596.8870
Maximum	**19.1073**	**61.5208**	**59.1973**	**0.1633**	**11.4727**	**2.6591**	**14.1317**	**4.3987**	**2.4469**	**6.8456**	**0.0000**	**16,346.6857**	**16,346.6857**	**2.2512**	**0.6669**	**16,596.8870**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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	46.46	0.00	41.25	50.11	0.00	37.78	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**14.1657**	**1.5900e-003**	**0.1744**	**1.0000e-005**	**0.0000**	**6.2000e-004**	**6.2000e-004**	**0.0000**	**6.2000e-004**	**6.2000e-004**		**0.3732**	**0.3732**	**9.8000e-004**	**0.0000**	**0.3978**

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	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**14.1657**	**1.5900e-003**	**0.1744**	**1.0000e-005**	**0.0000**	**6.2000e-004**	**6.2000e-004**	**0.0000**	**6.2000e-004**	**6.2000e-004**		**0.3732**	**0.3732**	**9.8000e-004**	**0.0000**	**0.3978**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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	Site Preparation	Site Preparation	10/4/2021	10/29/2021	5	20	
2	Grading	Grading	10/30/2021	12/31/2021	5	45	
3	Building Construction	Building Construction	1/1/2022	12/16/2022	5	250	
4	Paving	Paving	10/29/2022	12/16/2022	5	35	
5	Architectural Coating	Architectural Coating	9/10/2022	12/16/2022	5	70	

Acres of Grading (Site Preparation Phase): 200

Acres of Grading (Grading Phase): 450

Acres of Paving: 15.99

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 929,939; Non-Residential Outdoor: 309,980; Striped Parking Area: 41,783 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	2	8.00	212	0.43
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Crawler Tractors	3	8.00	212	0.43
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	8.00	78	0.48
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

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
Site Preparation	7	18.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	31.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	553.00	171.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	111.00	0.00	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

3.1 Mitigation Measures Construction

Water Exposed Area

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 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					28.6713	0.0000	28.6713	11.0758	0.0000	11.0758			0.0000			0.0000
Off-Road	5.3366	60.7083	21.8265	0.0569		2.6431	2.6431		2.4316	2.4316		5,515.0170	5,515.0170	1.7837		5,559.6087
Total	**5.3366**	**60.7083**	**21.8265**	**0.0569**	**28.6713**	**2.6431**	**31.3143**	**11.0758**	**2.4316**	**13.5074**		**5,515.0170**	**5,515.0170**	**1.7837**		**5,559.6087**

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	0.0000
Vendor	0.0309	0.7582	0.2424	2.6200e-003	0.0897	0.0149	0.1046	0.0258	0.0143	0.0401		277.1080	277.1080	3.1300e-003	0.0412	289.4733
Worker	0.0715	0.0542	0.6344	1.7100e-003	0.2012	1.0700e-003	0.2023	0.0534	9.8000e-004	0.0543		173.1643	173.1643	5.0900e-003	5.1000e-003	174.8110
Total	**0.1023**	**0.8124**	**0.8768**	**4.3300e-003**	**0.2909**	**0.0160**	**0.3069**	**0.0792**	**0.0153**	**0.0945**		**450.2723**	**450.2723**	**8.2200e-003**	**0.0463**	**464.2843**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2021

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					11.1818	0.0000	11.1818	4.3196	0.0000	4.3196			0.0000			0.0000
Off-Road	5.3366	60.7083	21.8265	0.0569		2.6431	2.6431		2.4316	2.4316	0.0000	5,515.0170	5,515.0170	1.7837		5,559.6087
Total	**5.3366**	**60.7083**	**21.8265**	**0.0569**	**11.1818**	**2.6431**	**13.8249**	**4.3196**	**2.4316**	**6.7512**	**0.0000**	**5,515.0170**	**5,515.0170**	**1.7837**		**5,559.6087**

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	0.0000
Vendor	0.0309	0.7582	0.2424	2.6200e-003	0.0897	0.0149	0.1046	0.0258	0.0143	0.0401		277.1080	277.1080	3.1300e-003	0.0412	289.4733
Worker	0.0715	0.0542	0.6344	1.7100e-003	0.2012	1.0700e-003	0.2023	0.0534	9.8000e-004	0.0543		173.1643	173.1643	5.0900e-003	5.1000e-003	174.8110
Total	**0.1023**	**0.8124**	**0.8768**	**4.3300e-003**	**0.2909**	**0.0160**	**0.3069**	**0.0792**	**0.0153**	**0.0945**		**450.2723**	**450.2723**	**8.2200e-003**	**0.0463**	**464.2843**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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					16.6271	0.0000	16.6271	4.4553	0.0000	4.4553			0.0000			0.0000
Off-Road	4.9154	56.5054	31.2146	0.0715		2.2846	2.2846		2.1019	2.1019		6,921.7235	6,921.7235	2.2386		6,977.6891
Total	**4.9154**	**56.5054**	**31.2146**	**0.0715**	**16.6271**	**2.2846**	**18.9117**	**4.4553**	**2.1019**	**6.5572**		**6,921.7235**	**6,921.7235**	**2.2386**		**6,977.6891**

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	0.0000
Vendor	0.0683	1.6789	0.5368	5.7900e-003	0.1986	0.0331	0.2316	0.0572	0.0316	0.0888		613.5964	613.5964	6.9200e-003	0.0913	640.9765
Worker	0.0794	0.0603	0.7049	1.9000e-003	0.2236	1.1900e-003	0.2247	0.0593	1.0900e-003	0.0604		192.4047	192.4047	5.6600e-003	5.6700e-003	194.2345
Total	**0.1477**	**1.7391**	**1.2417**	**7.6900e-003**	**0.4221**	**0.0343**	**0.4564**	**0.1165**	**0.0327**	**0.1492**		**806.0011**	**806.0011**	**0.0126**	**0.0970**	**835.2110**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2021

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					6.4846	0.0000	6.4846	1.7376	0.0000	1.7376			0.0000			0.0000
Off-Road	4.9154	56.5054	31.2146	0.0715		2.2846	2.2846		2.1019	2.1019	0.0000	6,921.7235	6,921.7235	2.2386		6,977.6891
Total	**4.9154**	**56.5054**	**31.2146**	**0.0715**	**6.4846**	**2.2846**	**8.7692**	**1.7376**	**2.1019**	**3.8394**	**0.0000**	**6,921.7235**	**6,921.7235**	**2.2386**		**6,977.6891**

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	0.0000
Vendor	0.0683	1.6789	0.5368	5.7900e-003	0.1986	0.0331	0.2316	0.0572	0.0316	0.0888		613.5964	613.5964	6.9200e-003	0.0913	640.9765
Worker	0.0794	0.0603	0.7049	1.9000e-003	0.2236	1.1900e-003	0.2247	0.0593	1.0900e-003	0.0604		192.4047	192.4047	5.6600e-003	5.6700e-003	194.2345
Total	**0.1477**	**1.7391**	**1.2417**	**7.6900e-003**	**0.4221**	**0.0343**	**0.4564**	**0.1165**	**0.0327**	**0.1492**		**806.0011**	**806.0011**	**0.0126**	**0.0970**	**835.2110**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 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	2.7921	29.7134	17.6504	0.0429		1.2724	1.2724		1.1875	1.1875		4,104.1775	4,104.1775	1.1132		4,132.0074
Total	**2.7921**	**29.7134**	**17.6504**	**0.0429**		**1.2724**	**1.2724**		**1.1875**	**1.1875**		**4,104.1775**	**4,104.1775**	**1.1132**		**4,132.0074**

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	0.0000
Vendor	0.2663	7.6179	2.6108	0.0312	1.0953	0.1045	1.1998	0.3154	0.1000	0.4154		3,302.9636	3,302.9636	0.0344	0.4902	3,449.9026
Worker	2.0358	1.4660	17.8666	0.0509	6.1812	0.0308	6.2121	1.6393	0.0284	1.6677		5,177.0412	5,177.0412	0.1406	0.1439	5,223.4407
Total	**2.3022**	**9.0839**	**20.4774**	**0.0821**	**7.2765**	**0.1353**	**7.4119**	**1.9547**	**0.1284**	**2.0830**		**8,480.0049**	**8,480.0049**	**0.1750**	**0.6341**	**8,673.3433**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

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	2.7921	29.7134	17.6504	0.0429		1.2724	1.2724		1.1875	1.1875	0.0000	4,104.1775	4,104.1775	1.1132		4,132.0074
Total	**2.7921**	**29.7134**	**17.6504**	**0.0429**		**1.2724**	**1.2724**		**1.1875**	**1.1875**	**0.0000**	**4,104.1775**	**4,104.1775**	**1.1132**		**4,132.0074**

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	0.0000
Vendor	0.2663	7.6179	2.6108	0.0312	1.0953	0.1045	1.1998	0.3154	0.1000	0.4154		3,302.9636	3,302.9636	0.0344	0.4902	3,449.9026
Worker	2.0358	1.4660	17.8666	0.0509	6.1812	0.0308	6.2121	1.6393	0.0284	1.6677		5,177.0412	5,177.0412	0.1406	0.1439	5,223.4407
Total	**2.3022**	**9.0839**	**20.4774**	**0.0821**	**7.2765**	**0.1353**	**7.4119**	**1.9547**	**0.1284**	**2.0830**		**8,480.0049**	**8,480.0049**	**0.1750**	**0.6341**	**8,673.3433**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 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	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	1.1970					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.2998**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

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	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
Worker	0.0552	0.0398	0.4846	1.3800e-003	0.1677	8.4000e-004	0.1685	0.0445	7.7000e-004	0.0452		140.4261	140.4261	3.8100e-003	3.9000e-003	141.6847
Total	**0.0552**	**0.0398**	**0.4846**	**1.3800e-003**	**0.1677**	**8.4000e-004**	**0.1685**	**0.0445**	**7.7000e-004**	**0.0452**		**140.4261**	**140.4261**	**3.8100e-003**	**3.9000e-003**	**141.6847**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2022

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	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	1.1970					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.2998**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

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	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
Worker	0.0552	0.0398	0.4846	1.3800e-003	0.1677	8.4000e-004	0.1685	0.0445	7.7000e-004	0.0452		140.4261	140.4261	3.8100e-003	3.9000e-003	141.6847
Total	**0.0552**	**0.0398**	**0.4846**	**1.3800e-003**	**0.1677**	**8.4000e-004**	**0.1685**	**0.0445**	**7.7000e-004**	**0.0452**		**140.4261**	**140.4261**	**3.8100e-003**	**3.9000e-003**	**141.6847**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 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					
Archit. Coating	10.9767					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2727	1.8780	2.4181	3.9600e-003		0.1090	0.1090		0.1090	0.1090		375.2641	375.2641	0.0244		375.8749
Total	**11.2494**	**1.8780**	**2.4181**	**3.9600e-003**		**0.1090**	**0.1090**		**0.1090**	**0.1090**		**375.2641**	**375.2641**	**0.0244**		**375.8749**

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	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
Worker	0.4086	0.2943	3.5862	0.0102	1.2407	6.1800e-003	1.2469	0.3290	5.6900e-003	0.3347		1,039.1529	1,039.1529	0.0282	0.0289	1,048.4664
Total	**0.4086**	**0.2943**	**3.5862**	**0.0102**	**1.2407**	**6.1800e-003**	**1.2469**	**0.3290**	**5.6900e-003**	**0.3347**		**1,039.1529**	**1,039.1529**	**0.0282**	**0.0289**	**1,048.4664**

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2022

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	10.9767					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2727	1.8780	2.4181	3.9600e-003		0.1090	0.1090		0.1090	0.1090	0.0000	375.2641	375.2641	0.0244		375.8749
Total	**11.2494**	**1.8780**	**2.4181**	**3.9600e-003**		**0.1090**	**0.1090**		**0.1090**	**0.1090**	**0.0000**	**375.2641**	**375.2641**	**0.0244**		**375.8749**

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	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
Worker	0.4086	0.2943	3.5862	0.0102	1.2407	6.1800e-003	1.2469	0.3290	5.6900e-003	0.3347		1,039.1529	1,039.1529	0.0282	0.0289	1,048.4664
Total	**0.4086**	**0.2943**	**3.5862**	**0.0102**	**1.2407**	**6.1800e-003**	**1.2469**	**0.3290**	**5.6900e-003**	**0.3347**		**1,039.1529**	**1,039.1529**	**0.0282**	**0.0289**	**1,048.4664**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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
Unrefrigerated Warehouse-No	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Parking Lot	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Refrigerated Warehouse-No Rail	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Unrefrigerated Warehouse-No Rail	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Banning Point (Industrial Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Unmitigated	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978

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	1.6276					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.5219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0162	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Total	**14.1657**	**1.5900e-003**	**0.1744**	**1.0000e-005**		**6.2000e-004**	**6.2000e-004**		**6.2000e-004**	**6.2000e-004**		**0.3732**	**0.3732**	**9.8000e-004**		**0.3978**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	1.6276					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.5219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0162	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Total	**14.1657**	**1.5900e-003**	**0.1744**	**1.0000e-005**		**6.2000e-004**	**6.2000e-004**		**6.2000e-004**	**6.2000e-004**		**0.3732**	**0.3732**	**9.8000e-004**		**0.3978**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

Banning Point (Commercial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Commercial Operations)

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	214.07	1000sqft	4.91	214,073.00	0
Parking Lot	289.00	Space	1.14	49,419.00	0
Fast Food Restaurant w/o Drive Thru	16.20	1000sqft	0.37	16,200.00	0
Fast Food Restaurant with Drive Thru	1.60	1000sqft	0.04	1,600.00	0
Regional Shopping Center	16.20	1000sqft	0.37	16,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	340.53	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2023

Land Use - Total Project Area (Commercial Uses) is 6.83 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Fleet Mix adjusted based on the CalEEMod default fleet mix and the ratio fo vehicle classes (LDA, LDT1, LDT2, MDV, LHDT1, LHDT2, MHDT, and HHDT)

Banning Point (Commercial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.53	0.55
tblFleetMix	LDA	0.53	0.55
tblFleetMix	LDA	0.53	0.55
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD2	7.3100e-003	8.0000e-003
tblFleetMix	LHD2	7.3100e-003	8.0000e-003
tblFleetMix	LHD2	7.3100e-003	8.0000e-003
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.15
tblFleetMix	MDV	0.14	0.15
tblFleetMix	MDV	0.14	0.15
tblFleetMix	MH	5.4680e-003	0.00
tblFleetMix	MH	5.4680e-003	0.00
tblFleetMix	MH	5.4680e-003	0.00

Banning Point (Commercial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblLandUse	LandUseSquareFeet	115,600.00	49,419.00
tblLandUse	LotAcreage	2.60	1.14
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	340.53
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	12.00	50.00
tblVehicleTrips	PB_TP	50.00	89.00
tblVehicleTrips	PB_TP	11.00	34.00
tblVehicleTrips	PR_TP	51.00	50.00
tblVehicleTrips	PR_TP	29.00	11.00
tblVehicleTrips	PR_TP	54.00	66.00
tblVehicleTrips	ST_TR	696.00	642.03

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	ST_TR	616.12	943.57
tblVehicleTrips	ST_TR	46.12	31.67
tblVehicleTrips	SU_TR	500.00	461.23
tblVehicleTrips	SU_TR	472.58	723.75
tblVehicleTrips	SU_TR	21.10	14.49
tblVehicleTrips	WD_TR	346.23	319.38
tblVehicleTrips	WD_TR	470.95	721.25
tblVehicleTrips	WD_TR	37.75	25.93

2.0 Emissions Summary

Banning Point (Commercial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	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)

Banning Point (Commercial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest		

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	0.1600	6.0000e-005	6.8500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0133	0.0133	3.0000e-005	0.0000	0.0142
Energy	0.0264	0.2397	0.2013	1.4400e-003		0.0182	0.0182		0.0182	0.0182	0.0000	420.8576	420.8576	0.0191	6.6600e-003	423.3202
Mobile	1.8651	3.0076	15.7488	0.0408	4.0977	0.0330	4.1306	1.0935	0.0308	1.1243	0.0000	3,810.1476	3,810.1476	0.1827	0.2172	3,879.4258
Waste						0.0000	0.0000		0.0000	0.0000	45.0741	0.0000	45.0741	2.6638	0.0000	111.6693
Water						0.0000	0.0000		0.0000	0.0000	2.0948	15.1339	17.2287	0.2165	5.2600e-003	24.2078
Total	**2.0514**	**3.2473**	**15.9569**	**0.0423**	**4.0977**	**0.0512**	**4.1488**	**1.0935**	**0.0490**	**1.1425**	**47.1689**	**4,246.1525**	**4,293.3214**	**3.0821**	**0.2291**	**4,438.6373**

Banning Point (Commercial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.1600	6.0000e-005	6.8500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0133	0.0133	3.0000e-005	0.0000	0.0142
Energy	0.0264	0.2397	0.2013	1.4400e-003		0.0182	0.0182		0.0182	0.0182	0.0000	420.8576	420.8576	0.0191	6.6600e-003	423.3202
Mobile	1.8651	3.0076	15.7488	0.0408	4.0977	0.0330	4.1306	1.0935	0.0308	1.1243	0.0000	3,810.1476	3,810.1476	0.1827	0.2172	3,879.4258
Waste						0.0000	0.0000		0.0000	0.0000	45.0741	0.0000	45.0741	2.6638	0.0000	111.6693
Water						0.0000	0.0000		0.0000	0.0000	2.0948	15.1339	17.2287	0.2165	5.2600e-003	24.2078
Total	**2.0514**	**3.2473**	**15.9569**	**0.0423**	**4.0977**	**0.0512**	**4.1488**	**1.0935**	**0.0490**	**1.1425**	**47.1689**	**4,246.1525**	**4,293.3214**	**3.0821**	**0.2291**	**4,438.6373**

	ROG	NOx	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	12/17/2022	12/16/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

Banning Point (Commercial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Grading (Grading Phase): 0

Acres of Paving: 6.05

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; 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	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

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	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Banning Point (Commercial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

Banning Point (Commercial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	1.8651	3.0076	15.7488	0.0408	4.0977	0.0330	4.1306	1.0935	0.0308	1.1243	0.0000	3,810.1476	3,810.1476	0.1827	0.2172	3,879.4258
Unmitigated	1.8651	3.0076	15.7488	0.0408	4.0977	0.0330	4.1306	1.0935	0.0308	1.1243	0.0000	3,810.1476	3,810.1476	0.1827	0.2172	3,879.4258

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	5,174.00	10,400.90	7471.91	9,482,916	9,482,916
Fast Food Restaurant with Drive Thru	1,154.00	1,509.72	1157.99	439,417	439,417
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	420.00	513.12	234.75	928,826	928,826
Total	6,748.00	12,423.74	8,864.66	10,851,159	10,851,159

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
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	50	0	50
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	11	0	89
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	66	0	34

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant w/o Drive Thru	0.552000	0.058000	0.178000	0.146000	0.027000	0.008000	0.012000	0.019000	0.000000	0.000000	0.000000	0.000000	0.000000
Fast Food Restaurant with Drive Thru	0.552000	0.058000	0.178000	0.146000	0.027000	0.008000	0.012000	0.019000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Parking Lot	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Regional Shopping Center	0.552000	0.058000	0.178000	0.146000	0.027000	0.008000	0.012000	0.019000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Banning Point (Commercial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	159.9626	159.9626	0.0141	1.8800e-003	160.8749
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	159.9626	159.9626	0.0141	1.8800e-003	160.8749
NaturalGas Mitigated	0.0264	0.2397	0.2013	1.4400e-003		0.0182	0.0182		0.0182	0.0182	0.0000	260.8950	260.8950	5.0000e-003	4.7800e-003	262.4454
NaturalGas Unmitigated	0.0264	0.2397	0.2013	1.4400e-003		0.0182	0.0182		0.0182	0.0182	0.0000	260.8950	260.8950	5.0000e-003	4.7800e-003	262.4454

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Fast Food Restaurant w/o Drive Thru	4.41709e+006	0.0238	0.2165	0.1819	1.3000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	235.7129	235.7129	4.5200e-003	4.3200e-003	237.1136
Fast Food Restaurant with Drive Thru	436256	2.3500e-003	0.0214	0.0180	1.3000e-004		1.6300e-003	1.6300e-003		1.6300e-003	1.6300e-003	0.0000	23.2803	23.2803	4.5000e-004	4.3000e-004	23.4186
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	35640	1.9000e-004	1.7500e-003	1.4700e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.9019	1.9019	4.0000e-005	3.0000e-005	1.9132
Total		**0.0264**	**0.2397**	**0.2013**	**1.4400e-003**		**0.0182**	**0.0182**		**0.0182**	**0.0182**	**0.0000**	**260.8950**	**260.8950**	**5.0100e-003**	**4.7800e-003**	**262.4454**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Fast Food Restaurant w/o Drive Thru	4.41709e+006	0.0238	0.2165	0.1819	1.3000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	235.7129	235.7129	4.5200e-003	4.3200e-003	237.1136
Fast Food Restaurant with Drive Thru	436256	2.3500e-003	0.0214	0.0180	1.3000e-004		1.6300e-003	1.6300e-003		1.6300e-003	1.6300e-003	0.0000	23.2803	23.2803	4.5000e-004	4.3000e-004	23.4186
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	35640	1.9000e-004	1.7500e-003	1.4700e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.9019	1.9019	4.0000e-005	3.0000e-005	1.9132
Total		**0.0264**	**0.2397**	**0.2013**	**1.4400e-003**		**0.0182**	**0.0182**		**0.0182**	**0.0182**	**0.0000**	**260.8950**	**260.8950**	**5.0100e-003**	**4.7800e-003**	**262.4454**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive Thru	747792	115.5053	0.0102	1.3600e-003	116.1640
Fast Food Restaurant with Drive Thru	73856	11.4079	1.0100e-003	1.3000e-004	11.4730
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	17296.6	2.6717	2.4000e-004	3.0000e-005	2.6869
Regional Shopping Center	196668	30.3777	2.6800e-003	3.6000e-004	30.5509
Total		**159.9626**	**0.0141**	**1.8800e-003**	**160.8749**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive Thru	747792	115.5053	0.0102	1.3600e-003	116.1640
Fast Food Restaurant with Drive Thru	73856	11.4079	1.0100e-003	1.3000e-004	11.4730
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	17296.6	2.6717	2.4000e-004	3.0000e-005	2.6869
Regional Shopping Center	196668	30.3777	2.6800e-003	3.6000e-004	30.5509
Total		**159.9626**	**0.0141**	**1.8800e-003**	**160.8749**

6.0 Area Detail

6.1 Mitigation Measures Area

Banning Point (Commercial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.1600	6.0000e-005	6.8500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0133	0.0133	3.0000e-005	0.0000	0.0142
Unmitigated	0.1600	6.0000e-005	6.8500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0133	0.0133	3.0000e-005	0.0000	0.0142

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	0.0194					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.3000e-004	6.0000e-005	6.8500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0133	0.0133	3.0000e-005	0.0000	0.0142
Total	**0.1599**	**6.0000e-005**	**6.8500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0133**	**0.0133**	**3.0000e-005**	**0.0000**	**0.0142**

Banning Point (Commercial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0194					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.3000e-004	6.0000e-005	6.8500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0133	0.0133	3.0000e-005	0.0000	0.0142
Total	**0.1599**	**6.0000e-005**	**6.8500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0133**	**0.0133**	**3.0000e-005**	**0.0000**	**0.0142**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	17.2287	0.2165	5.2600e-003	24.2078
Unmitigated	17.2287	0.2165	5.2600e-003	24.2078

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	4.91725 / 0.313867	11.9884	0.1612	3.9100e-003	17.1811
Fast Food Restaurant with Drive Thru	0.485654 / 0.0309992	1.1840	0.0159	3.9000e-004	1.6969
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.19997 / 0.735468	4.0563	0.0394	9.7000e-004	5.3299
Total		**17.2287**	**0.2165**	**5.2700e-003**	**24.2078**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	4.91725 / 0.313867	11.9884	0.1612	3.9100e-003	17.1811
Fast Food Restaurant with Drive Thru	0.485654 / 0.0309992	1.1840	0.0159	3.9000e-004	1.6969
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.19997 / 0.735468	4.0563	0.0394	9.7000e-004	5.3299
Total		**17.2287**	**0.2165**	**5.2700e-003**	**24.2078**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Banning Point (Commercial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	45.0741	2.6638	0.0000	111.6693
Unmitigated	45.0741	2.6638	0.0000	111.6693

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	186.61	37.8801	2.2387	0.0000	93.8465
Fast Food Restaurant with Drive Thru	18.43	3.7411	0.2211	0.0000	9.2685
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	17.01	3.4529	0.2041	0.0000	8.5544
Total		**45.0741**	**2.6638**	**0.0000**	**111.6693**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	186.61	37.8801	2.2387	0.0000	93.8465
Fast Food Restaurant with Drive Thru	18.43	3.7411	0.2211	0.0000	9.2685
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	17.01	3.4529	0.2041	0.0000	8.5544
Total		**45.0741**	**2.6638**	**0.0000**	**111.6693**

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Banning Point (Commercial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Commercial Operations)

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	214.07	1000sqft	4.91	214,073.00	0
Parking Lot	289.00	Space	1.14	49,419.00	0
Fast Food Restaurant w/o Drive Thru	16.20	1000sqft	0.37	16,200.00	0
Fast Food Restaurant with Drive Thru	1.60	1000sqft	0.04	1,600.00	0
Regional Shopping Center	16.20	1000sqft	0.37	16,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	340.53	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2023

Land Use - Total Project Area (Commercial Uses) is 6.83 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Fleet Mix adjusted based on the CalEEMod default fleet mix and the ratio fo vehicle classes (LDA, LDT1, LDT2, MDV, LHDT1, LHDT2, MHDT, and HHDT)

Banning Point (Commercial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.53	0.55
tblFleetMix	LDA	0.53	0.55
tblFleetMix	LDA	0.53	0.55
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD2	7.3100e-003	8.0000e-003
tblFleetMix	LHD2	7.3100e-003	8.0000e-003
tblFleetMix	LHD2	7.3100e-003	8.0000e-003
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.15
tblFleetMix	MDV	0.14	0.15
tblFleetMix	MDV	0.14	0.15
tblFleetMix	MH	5.4680e-003	0.00
tblFleetMix	MH	5.4680e-003	0.00
tblFleetMix	MH	5.4680e-003	0.00

Banning Point (Commercial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblLandUse	LandUseSquareFeet	115,600.00	49,419.00
tblLandUse	LotAcreage	2.60	1.14
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	340.53
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	12.00	50.00
tblVehicleTrips	PB_TP	50.00	89.00
tblVehicleTrips	PB_TP	11.00	34.00
tblVehicleTrips	PR_TP	51.00	50.00
tblVehicleTrips	PR_TP	29.00	11.00
tblVehicleTrips	PR_TP	54.00	66.00
tblVehicleTrips	ST_TR	696.00	642.03

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	ST_TR	616.12	943.57
tblVehicleTrips	ST_TR	46.12	31.67
tblVehicleTrips	SU_TR	500.00	461.23
tblVehicleTrips	SU_TR	472.58	723.75
tblVehicleTrips	SU_TR	21.10	14.49
tblVehicleTrips	WD_TR	346.23	319.38
tblVehicleTrips	WD_TR	470.95	721.25
tblVehicleTrips	WD_TR	37.75	25.93

2.0 Emissions Summary

Banning Point (Commercial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	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**

Banning Point (Commercial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Energy	0.1445	1.3132	1.1031	7.8800e-003		0.0998	0.0998		0.0998	0.0998		1,575.8221	1,575.8221	0.0302	0.0289	1,585.1864
Mobile	19.6669	25.1579	147.5758	0.3835	36.9308	0.2913	37.2221	9.8422	0.2720	10.1142		39,426.7574	39,426.7574	1.6301	2.0635	40,082.4283
Total	**20.6894**	**26.4716**	**148.7338**	**0.3914**	**36.9308**	**0.3913**	**37.3221**	**9.8422**	**0.3720**	**10.2142**		**41,002.6970**	**41,002.6970**	**1.6606**	**2.0924**	**41,667.7399**

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	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Energy	0.1445	1.3132	1.1031	7.8800e-003		0.0998	0.0998		0.0998	0.0998		1,575.8221	1,575.8221	0.0302	0.0289	1,585.1864
Mobile	19.6669	25.1579	147.5758	0.3835	36.9308	0.2913	37.2221	9.8422	0.2720	10.1142		39,426.7574	39,426.7574	1.6301	2.0635	40,082.4283
Total	**20.6894**	**26.4716**	**148.7338**	**0.3914**	**36.9308**	**0.3913**	**37.3221**	**9.8422**	**0.3720**	**10.2142**		**41,002.6970**	**41,002.6970**	**1.6606**	**2.0924**	**41,667.7399**

Banning Point (Commercial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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	12/17/2022	12/16/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 6.05

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; 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	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

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	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Banning Point (Commercial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Banning Point (Commercial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

Banning Point (Commercial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	19.6669	25.1579	147.5758	0.3835	36.9308	0.2913	37.2221	9.8422	0.2720	10.1142		39,426.7574	39,426.7574	1.6301	2.0635	40,082.4283
Unmitigated	19.6669	25.1579	147.5758	0.3835	36.9308	0.2913	37.2221	9.8422	0.2720	10.1142		39,426.7574	39,426.7574	1.6301	2.0635	40,082.4283

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	5,174.00	10,400.90	7471.91	9,482,916	9,482,916
Fast Food Restaurant with Drive Thru	1,154.00	1,509.72	1157.99	439,417	439,417
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	420.00	513.12	234.75	928,826	928,826
Total	6,748.00	12,423.74	8,864.66	10,851,159	10,851,159

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
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	50	0	50
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	11	0	89
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	66	0	34

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant w/o Drive Thru	0.552000	0.058000	0.178000	0.146000	0.027000	0.008000	0.012000	0.019000	0.000000	0.000000	0.000000	0.000000	0.000000
Fast Food Restaurant with Drive Thru	0.552000	0.058000	0.178000	0.146000	0.027000	0.008000	0.012000	0.019000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Parking Lot	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Regional Shopping Center	0.552000	0.058000	0.178000	0.146000	0.027000	0.008000	0.012000	0.019000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	0.1445	1.3132	1.1031	7.8800e-003		0.0998	0.0998		0.0998	0.0998		1,575.8221	1,575.8221	0.0302	0.0289	1,585.1864
NaturalGas Unmitigated	0.1445	1.3132	1.1031	7.8800e-003		0.0998	0.0998		0.0998	0.0998		1,575.8221	1,575.8221	0.0302	0.0289	1,585.1864

Banning Point (Commercial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Fast Food Restaurant w/o Drive Thru	12101.6	0.1305	1.1864	0.9966	7.1200e-003		0.0902	0.0902		0.0902	0.0902		1,423.7202	1,423.7202	0.0273	0.0261	1,432.1807
Fast Food Restaurant with Drive Thru	1195.22	0.0129	0.1172	0.0984	7.0000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003		140.6143	140.6143	2.7000e-003	2.5800e-003	141.4499
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	97.6438	1.0500e-003	9.5700e-003	8.0400e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004		11.4875	11.4875	2.2000e-004	2.1000e-004	11.5558
Total		**0.1445**	**1.3132**	**1.1031**	**7.8800e-003**		**0.0998**	**0.0998**		**0.0998**	**0.0998**		**1,575.8221**	**1,575.8221**	**0.0302**	**0.0289**	**1,585.1864**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Fast Food Restaurant w/o Drive Thru	12.1016	0.1305	1.1864	0.9966	7.1200e-003		0.0902	0.0902		0.0902	0.0902		1,423.7202	1,423.7202	0.0273	0.0261	1,432.1807
Fast Food Restaurant with Drive Thru	1.19522	0.0129	0.1172	0.0984	7.0000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003		140.6143	140.6143	2.7000e-003	2.5800e-003	141.4499
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.0976438	1.0500e-003	9.5700e-003	8.0400e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004		11.4875	11.4875	2.2000e-004	2.1000e-004	11.5558
Total		**0.1445**	**1.3132**	**1.1031**	**7.8800e-003**		**0.0998**	**0.0998**		**0.0998**	**0.0998**		**1,575.8221**	**1,575.8221**	**0.0302**	**0.0289**	**1,585.1864**

6.0 Area Detail

6.1 Mitigation Measures Area

Banning Point (Commercial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Unmitigated	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253

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	0.1064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7665					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0800e-003	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Total	**0.8780**	**5.0000e-004**	**0.0548**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**		**0.1175**	**0.1175**	**3.1000e-004**		**0.1253**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.1064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7665					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0800e-003	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Total	**0.8780**	**5.0000e-004**	**0.0548**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**		**0.1175**	**0.1175**	**3.1000e-004**		**0.1253**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

Banning Point (Commercial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Commercial Operations)

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	214.07	1000sqft	4.91	214,073.00	0
Parking Lot	289.00	Space	1.14	49,419.00	0
Fast Food Restaurant w/o Drive Thru	16.20	1000sqft	0.37	16,200.00	0
Fast Food Restaurant with Drive Thru	1.60	1000sqft	0.04	1,600.00	0
Regional Shopping Center	16.20	1000sqft	0.37	16,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	340.53	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2023

Land Use - Total Project Area (Commercial Uses) is 6.83 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Fleet Mix adjusted based on the CalEEMod default fleet mix and the ratio fo vehicle classes (LDA, LDT1, LDT2, MDV, LHDT1, LHDT2, MHDT, and HHDT)

Banning Point (Commercial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.53	0.55
tblFleetMix	LDA	0.53	0.55
tblFleetMix	LDA	0.53	0.55
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD2	7.3100e-003	8.0000e-003
tblFleetMix	LHD2	7.3100e-003	8.0000e-003
tblFleetMix	LHD2	7.3100e-003	8.0000e-003
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.15
tblFleetMix	MDV	0.14	0.15
tblFleetMix	MDV	0.14	0.15
tblFleetMix	MH	5.4680e-003	0.00
tblFleetMix	MH	5.4680e-003	0.00
tblFleetMix	MH	5.4680e-003	0.00

Banning Point (Commercial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	OBUS	6.1600e-004	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	SBUS	1.1000e-003	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblFleetMix	UBUS	3.1500e-004	0.00
tblLandUse	LandUseSquareFeet	115,600.00	49,419.00
tblLandUse	LotAcreage	2.60	1.14
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	340.53
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	12.00	50.00
tblVehicleTrips	PB_TP	50.00	89.00
tblVehicleTrips	PB_TP	11.00	34.00
tblVehicleTrips	PR_TP	51.00	50.00
tblVehicleTrips	PR_TP	29.00	11.00
tblVehicleTrips	PR_TP	54.00	66.00
tblVehicleTrips	ST_TR	696.00	642.03

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	ST_TR	616.12	943.57
tblVehicleTrips	ST_TR	46.12	31.67
tblVehicleTrips	SU_TR	500.00	461.23
tblVehicleTrips	SU_TR	472.58	723.75
tblVehicleTrips	SU_TR	21.10	14.49
tblVehicleTrips	WD_TR	346.23	319.38
tblVehicleTrips	WD_TR	470.95	721.25
tblVehicleTrips	WD_TR	37.75	25.93

2.0 Emissions Summary

Banning Point (Commercial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	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**

Banning Point (Commercial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Energy	0.1445	1.3132	1.1031	7.8800e-003		0.0998	0.0998		0.0998	0.0998		1,575.8221	1,575.8221	0.0302	0.0289	1,585.1864
Mobile	15.9358	26.4422	135.1640	0.3559	36.9308	0.2917	37.2225	9.8422	0.2725	10.1147		36,602.7220	36,602.7220	1.7800	2.0996	37,272.8878
Total	**16.9583**	**27.7559**	**136.3219**	**0.3638**	**36.9308**	**0.3917**	**37.3225**	**9.8422**	**0.3725**	**10.2147**		**38,178.6616**	**38,178.6616**	**1.8105**	**2.1284**	**38,858.1994**

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	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Energy	0.1445	1.3132	1.1031	7.8800e-003		0.0998	0.0998		0.0998	0.0998		1,575.8221	1,575.8221	0.0302	0.0289	1,585.1864
Mobile	15.9358	26.4422	135.1640	0.3559	36.9308	0.2917	37.2225	9.8422	0.2725	10.1147		36,602.7220	36,602.7220	1.7800	2.0996	37,272.8878
Total	**16.9583**	**27.7559**	**136.3219**	**0.3638**	**36.9308**	**0.3917**	**37.3225**	**9.8422**	**0.3725**	**10.2147**		**38,178.6616**	**38,178.6616**	**1.8105**	**2.1284**	**38,858.1994**

Banning Point (Commercial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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	12/17/2022	12/16/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 6.05

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; 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	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

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	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Banning Point (Commercial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

Banning Point (Commercial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	15.9358	26.4422	135.1640	0.3559	36.9308	0.2917	37.2225	9.8422	0.2725	10.1147		36,602.7220	36,602.7220	1.7800	2.0996	37,272.8878
Unmitigated	15.9358	26.4422	135.1640	0.3559	36.9308	0.2917	37.2225	9.8422	0.2725	10.1147		36,602.7220	36,602.7220	1.7800	2.0996	37,272.8878

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	5,174.00	10,400.90	7471.91	9,482,916	9,482,916
Fast Food Restaurant with Drive Thru	1,154.00	1,509.72	1157.99	439,417	439,417
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	420.00	513.12	234.75	928,826	928,826
Total	6,748.00	12,423.74	8,864.66	10,851,159	10,851,159

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
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	50	0	50
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	11	0	89
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

Banning Point (Commercial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	66	0	34

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant w/o Drive Thru	0.552000	0.058000	0.178000	0.146000	0.027000	0.008000	0.012000	0.019000	0.000000	0.000000	0.000000	0.000000	0.000000
Fast Food Restaurant with Drive Thru	0.552000	0.058000	0.178000	0.146000	0.027000	0.008000	0.012000	0.019000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Parking Lot	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Regional Shopping Center	0.552000	0.058000	0.178000	0.146000	0.027000	0.008000	0.012000	0.019000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	0.1445	1.3132	1.1031	7.8800e-003		0.0998	0.0998		0.0998	0.0998		1,575.8221	1,575.8221	0.0302	0.0289	1,585.1864
NaturalGas Unmitigated	0.1445	1.3132	1.1031	7.8800e-003		0.0998	0.0998		0.0998	0.0998		1,575.8221	1,575.8221	0.0302	0.0289	1,585.1864

Banning Point (Commercial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Fast Food Restaurant w/o Drive Thru	12101.6	0.1305	1.1864	0.9966	7.1200e-003		0.0902	0.0902		0.0902	0.0902		1,423.7202	1,423.7202	0.0273	0.0261	1,432.1807
Fast Food Restaurant with Drive Thru	1195.22	0.0129	0.1172	0.0984	7.0000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003		140.6143	140.6143	2.7000e-003	2.5800e-003	141.4499
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	97.6438	1.0500e-003	9.5700e-003	8.0400e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004		11.4875	11.4875	2.2000e-004	2.1000e-004	11.5558
Total		**0.1445**	**1.3132**	**1.1031**	**7.8800e-003**		**0.0998**	**0.0998**		**0.0998**	**0.0998**		**1,575.8221**	**1,575.8221**	**0.0302**	**0.0289**	**1,585.1864**

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					
Fast Food Restaurant w/o Drive Thru	12.1016	0.1305	1.1864	0.9966	7.1200e-003		0.0902	0.0902		0.0902	0.0902		1,423.7202	1,423.7202	0.0273	0.0261	1,432.1807
Fast Food Restaurant with Drive Thru	1.19522	0.0129	0.1172	0.0984	7.0000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003		140.6143	140.6143	2.7000e-003	2.5800e-003	141.4499
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.0976438	1.0500e-003	9.5700e-003	8.0400e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004		11.4875	11.4875	2.2000e-004	2.1000e-004	11.5558
Total		**0.1445**	**1.3132**	**1.1031**	**7.8800e-003**		**0.0998**	**0.0998**		**0.0998**	**0.0998**		**1,575.8221**	**1,575.8221**	**0.0302**	**0.0289**	**1,585.1864**

6.0 Area Detail

6.1 Mitigation Measures Area

Banning Point (Commercial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Unmitigated	0.8780	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253

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	0.1064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7665					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0800e-003	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Total	**0.8780**	**5.0000e-004**	**0.0548**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**		**0.1175**	**0.1175**	**3.1000e-004**		**0.1253**

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	0.1064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7665					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0800e-003	5.0000e-004	0.0548	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1175	0.1175	3.1000e-004		0.1253
Total	**0.8780**	**5.0000e-004**	**0.0548**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**		**0.1175**	**0.1175**	**3.1000e-004**		**0.1253**

7.0 Water Detail

7.1 Mitigation Measures Water

Banning Point (Commercial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

Banning Point (Industrial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Industrial Operations)

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	154.99	1000sqft	3.56	154,990.00	0
Unrefrigerated Warehouse-No Rail	464.97	1000sqft	10.67	464,969.00	0
Other Asphalt Surfaces	530.34	1000sqft	12.17	530,340.00	0
Parking Lot	555.00	Space	3.82	166,050.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	353.15	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2022

Land Use - Total Project Area (Industrial Uses) is 30.22 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip Characteristics based on information provided in the Traffic analysis

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Busniess Survey Results (2014)

Fleet Mix - Fleet Mix adjusted based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, LDHT1, LDHT2, and HHDT)

Banning Point (Industrial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	30.00	0.00
tblFleetMix	HHD	0.02	0.10
tblFleetMix	HHD	0.02	0.05
tblFleetMix	LDA	0.53	0.38
tblFleetMix	LDA	0.53	0.48
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT1	0.06	0.05
tblFleetMix	LDT2	0.17	0.12
tblFleetMix	LDT2	0.17	0.16
tblFleetMix	LHD1	0.03	0.15
tblFleetMix	LHD1	0.03	0.08
tblFleetMix	LHD2	7.4220e-003	0.04
tblFleetMix	LHD2	7.4220e-003	0.02
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.10
tblFleetMix	MDV	0.14	0.13
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MHD	0.01	0.06
tblFleetMix	MHD	0.01	0.03
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblLandUse	LandUseSquareFeet	222,000.00	166,050.00

Banning Point (Industrial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	4.99	3.82
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHorsePower	97.00	200.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	353.15
tblVehicleTrips	ST_TR	2.12	0.17
tblVehicleTrips	ST_TR	1.74	0.17
tblVehicleTrips	SU_TR	2.12	0.07
tblVehicleTrips	SU_TR	1.74	0.07
tblVehicleTrips	WD_TR	2.12	2.01
tblVehicleTrips	WD_TR	1.74	2.02

2.0 Emissions Summary

Banning Point (Industrial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	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)

Banning Point (Industrial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest		

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	2.5843	2.0000e-004	0.0218	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0423	0.0423	1.1000e-004	0.0000	0.0451
Energy	0.0483	0.4388	0.3686	2.6300e-003		0.0334	0.0334		0.0334	0.0334	0.0000	1,648.9492	1,648.9492	0.1087	0.0220	1,658.2287
Mobile	0.2928	2.2675	4.0148	0.0185	1.5176	0.0282	1.5458	0.4099	0.0268	0.4367	0.0000	1,735.4390	1,735.4390	0.0334	0.1259	1,773.7935
Offroad	0.0445	0.4627	0.2769	1.1600e-003		0.0160	0.0160		0.0147	0.0147	0.0000	101.5842	101.5842	0.0329	0.0000	102.4055
Waste						0.0000	0.0000		0.0000	0.0000	118.2950	0.0000	118.2950	6.9910	0.0000	293.0709
Water						0.0000	0.0000		0.0000	0.0000	45.4833	299.0300	344.5133	4.6970	0.1137	495.8183
Total	**2.9700**	**3.1692**	**4.6821**	**0.0223**	**1.5176**	**0.0776**	**1.5952**	**0.4099**	**0.0749**	**0.4848**	**163.7784**	**3,785.0446**	**3,948.8229**	**11.8631**	**0.2616**	**4,323.3620**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	2.5843	2.0000e-004	0.0218	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0423	0.0423	1.1000e-004	0.0000	0.0451
Energy	0.0483	0.4388	0.3686	2.6300e-003		0.0334	0.0334		0.0334	0.0334	0.0000	1,648.9492	1,648.9492	0.1087	0.0220	1,658.2287
Mobile	0.2928	2.2675	4.0148	0.0185	1.5176	0.0282	1.5458	0.4099	0.0268	0.4367	0.0000	1,735.4390	1,735.4390	0.0334	0.1259	1,773.7935
Offroad	0.0445	0.4627	0.2769	1.1600e-003		0.0160	0.0160		0.0147	0.0147	0.0000	101.5842	101.5842	0.0329	0.0000	102.4055
Waste						0.0000	0.0000		0.0000	0.0000	118.2950	0.0000	118.2950	6.9910	0.0000	293.0709
Water						0.0000	0.0000		0.0000	0.0000	45.4833	299.0300	344.5133	4.6970	0.1137	495.8183
Total	**2.9700**	**3.1692**	**4.6821**	**0.0223**	**1.5176**	**0.0776**	**1.5952**	**0.4099**	**0.0749**	**0.4848**	**163.7784**	**3,785.0446**	**3,948.8229**	**11.8631**	**0.2616**	**4,323.3620**

	ROG	NOx	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	10/4/2021	10/3/2021	5	0	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 15.99

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; 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	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

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	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Banning Point (Industrial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

Banning Point (Industrial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.2928	2.2675	4.0148	0.0185	1.5176	0.0282	1.5458	0.4099	0.0268	0.4367	0.0000	1,735.4390	1,735.4390	0.0334	0.1259	1,773.7935
Unmitigated	0.2928	2.2675	4.0148	0.0185	1.5176	0.0282	1.5458	0.4099	0.0268	0.4367	0.0000	1,735.4390	1,735.4390	0.0334	0.1259	1,773.7935

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	311.99	26.89	10.76	978,136	978,136
Unrefrigerated Warehouse-No Rail	937.98	80.86	32.36	2,940,693	2,940,693
Total	1,249.98	107.75	43.12	3,918,830	3,918,830

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Parking Lot	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Refrigerated Warehouse-No Rail	0.382000	0.040000	0.124000	0.103000	0.147000	0.040000	0.063000	0.101000	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.483000	0.051000	0.156000	0.131000	0.075000	0.020000	0.032000	0.052000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	1,171.2246	1,171.2246	0.0995	0.0133	1,177.6652
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,171.2246	1,171.2246	0.0995	0.0133	1,177.6652
NaturalGas Mitigated	0.0483	0.4388	0.3686	2.6300e-003		0.0334	0.0334		0.0334	0.0334	0.0000	477.7246	477.7246	9.1600e-003	8.7600e-003	480.5635
NaturalGas Unmitigated	0.0483	0.4388	0.3686	2.6300e-003		0.0334	0.0334		0.0334	0.0334	0.0000	477.7246	477.7246	9.1600e-003	8.7600e-003	480.5635

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	8.01763e+006	0.0432	0.3930	0.3301	2.3600e-003		0.0299	0.0299		0.0299	0.0299	0.0000	427.8514	427.8514	8.2000e-003	7.8400e-003	430.3939
Unrefrigerated Warehouse-No Rail	934588	5.0400e-003	0.0458	0.0385	2.7000e-004		3.4800e-003	3.4800e-003		3.4800e-003	3.4800e-003	0.0000	49.8732	49.8732	9.6000e-004	9.1000e-004	50.1695
Total		**0.0483**	**0.4388**	**0.3686**	**2.6300e-003**		**0.0334**	**0.0334**		**0.0334**	**0.0334**	**0.0000**	**477.7246**	**477.7246**	**9.1600e-003**	**8.7500e-003**	**480.5635**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	8.01763e+006	0.0432	0.3930	0.3301	2.3600e-003		0.0299	0.0299		0.0299	0.0299	0.0000	427.8514	427.8514	8.2000e-003	7.8400e-003	430.3939
Unrefrigerated Warehouse-No Rail	934588	5.0400e-003	0.0458	0.0385	2.7000e-004		3.4800e-003	3.4800e-003		3.4800e-003	3.4800e-003	0.0000	49.8732	49.8732	9.6000e-004	9.1000e-004	50.1695
Total		**0.0483**	**0.4388**	**0.3686**	**2.6300e-003**		**0.0334**	**0.0334**		**0.0334**	**0.0334**	**0.0000**	**477.7246**	**477.7246**	**9.1600e-003**	**8.7500e-003**	**480.5635**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	58117.5	9.3096	7.9000e-004	1.1000e-004	9.3608
Refrigerated Warehouse-No Rail	6.1748e+006	989.1177	0.0840	0.0112	994.5569
Unrefrigerated Warehouse-No Rail	1.07873e+006	172.7973	0.0147	1.9600e-003	173.7475
Total		**1,171.2246**	**0.0995**	**0.0133**	**1,177.6652**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	58117.5	9.3096	7.9000e-004	1.1000e-004	9.3608
Refrigerated Warehouse-No Rail	6.1748e+006	989.1177	0.0840	0.0112	994.5569
Unrefrigerated Warehouse-No Rail	1.07873e+006	172.7973	0.0147	1.9600e-003	173.7475
Total		**1,171.2246**	**0.0995**	**0.0133**	**1,177.6652**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	2.5843	2.0000e-004	0.0218	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0423	0.0423	1.1000e-004	0.0000	0.0451
Unmitigated	2.5843	2.0000e-004	0.0218	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0423	0.0423	1.1000e-004	0.0000	0.0451

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	0.2970					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.2852					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0300e-003	2.0000e-004	0.0218	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0423	0.0423	1.1000e-004	0.0000	0.0451
Total	**2.5843**	**2.0000e-004**	**0.0218**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0423**	**0.0423**	**1.1000e-004**	**0.0000**	**0.0451**

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	0.2970					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.2852					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0300e-003	2.0000e-004	0.0218	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0423	0.0423	1.1000e-004	0.0000	0.0451
Total	**2.5843**	**2.0000e-004**	**0.0218**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0423**	**0.0423**	**1.1000e-004**	**0.0000**	**0.0451**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	344.5133	4.6970	0.1137	495.8183
Unmitigated	344.5133	4.6970	0.1137	495.8183

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	35.8414 / 0	86.1283	1.1742	0.0284	123.9546
Unrefrigerated Warehouse-No Rail	107.524 / 0	258.3850	3.5227	0.0853	371.8637
Total		**344.5133**	**4.6970**	**0.1137**	**495.8183**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	35.8414 / 0	86.1283	1.1742	0.0284	123.9546
Unrefrigerated Warehouse-No Rail	107.524 / 0	258.3850	3.5227	0.0853	371.8637
Total		**344.5133**	**4.6970**	**0.1137**	**495.8183**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	118.2950	6.9910	0.0000	293.0709
Unmitigated	118.2950	6.9910	0.0000	293.0709

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	145.69	29.5738	1.7478	0.0000	73.2677
Unrefrigerated Warehouse-No Rail	437.07	88.7213	5.2433	0.0000	219.8032
Total		**118.2950**	**6.9910**	**0.0000**	**293.0709**

Banning Point (Industrial Operations) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	145.69	29.5738	1.7478	0.0000	73.2677
Unrefrigerated Warehouse-No Rail	437.07	88.7213	5.2433	0.0000	219.8032
Total		**118.2950**	**6.9910**	**0.0000**	**293.0709**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Tractors/Loaders/Backhoes	2	4.00	365	200	0.37	CNG

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Tractors/Loaders/ Backhoes	0.0445	0.4627	0.2769	1.1600e-003		0.0160	0.0160		0.0147	0.0147	0.0000	101.5842	101.5842	0.0329	0.0000	102.4055
Total	**0.0445**	**0.4627**	**0.2769**	**1.1600e-003**		**0.0160**	**0.0160**		**0.0147**	**0.0147**	**0.0000**	**101.5842**	**101.5842**	**0.0329**	**0.0000**	**102.4055**

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

Banning Point (Industrial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Industrial Operations)

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	154.99	1000sqft	3.56	154,990.00	0
Unrefrigerated Warehouse-No Rail	464.97	1000sqft	10.67	464,969.00	0
Other Asphalt Surfaces	530.34	1000sqft	12.17	530,340.00	0
Parking Lot	555.00	Space	3.82	166,050.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	353.15	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2022

Land Use - Total Project Area (Industrial Uses) is 30.22 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip Characteristics based on information provided in the Traffic analysis

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Busniess Survey Results (2014)

Fleet Mix - Fleet Mix adjusted based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, LDHT1, LDHT2, and HHDT)

Banning Point (Industrial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	30.00	0.00
tblFleetMix	HHD	0.02	0.10
tblFleetMix	HHD	0.02	0.05
tblFleetMix	LDA	0.53	0.38
tblFleetMix	LDA	0.53	0.48
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT1	0.06	0.05
tblFleetMix	LDT2	0.17	0.12
tblFleetMix	LDT2	0.17	0.16
tblFleetMix	LHD1	0.03	0.15
tblFleetMix	LHD1	0.03	0.08
tblFleetMix	LHD2	7.4220e-003	0.04
tblFleetMix	LHD2	7.4220e-003	0.02
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.10
tblFleetMix	MDV	0.14	0.13
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MHD	0.01	0.06
tblFleetMix	MHD	0.01	0.03
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblLandUse	LandUseSquareFeet	222,000.00	166,050.00

Banning Point (Industrial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	4.99	3.82
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHorsePower	97.00	200.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	353.15
tblVehicleTrips	ST_TR	2.12	0.17
tblVehicleTrips	ST_TR	1.74	0.17
tblVehicleTrips	SU_TR	2.12	0.07
tblVehicleTrips	SU_TR	1.74	0.07
tblVehicleTrips	WD_TR	2.12	2.01
tblVehicleTrips	WD_TR	1.74	2.02

2.0 Emissions Summary

Banning Point (Industrial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	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**

Banning Point (Industrial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Energy	0.2645	2.4046	2.0198	0.0144		0.1828	0.1828		0.1828	0.1828		2,885.4860	2,885.4860	0.0553	0.0529	2,902.6330
Mobile	2.5443	16.1376	34.0092	0.1451	11.5854	0.2119	11.7973	3.1246	0.2012	3.3258		14,968.2527	14,968.2527	0.2734	1.0327	15,282.8449
Offroad	0.2440	2.5352	1.5172	6.3400e-003		0.0875	0.0875		0.0805	0.0805	0.0000	613.5755	613.5755	0.1984		618.5365
Total	**17.2185**	**21.0790**	**37.7206**	**0.1659**	**11.5854**	**0.4827**	**12.0681**	**3.1246**	**0.4651**	**3.5897**	**0.0000**	**18,467.6874**	**18,467.6874**	**0.5281**	**1.0856**	**18,804.4122**

Banning Point (Industrial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	lb/day										lb/day					
Area	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Energy	0.2645	2.4046	2.0198	0.0144		0.1828	0.1828		0.1828	0.1828		2,885.4860	2,885.4860	0.0553	0.0529	2,902.6330
Mobile	2.5443	16.1376	34.0092	0.1451	11.5854	0.2119	11.7973	3.1246	0.2012	3.3258		14,968.2527	14,968.2527	0.2734	1.0327	15,282.8449
Offroad	0.2440	2.5352	1.5172	6.3400e-003		0.0875	0.0875		0.0805	0.0805	0.0000	613.5755	613.5755	0.1984		618.5365
Total	**17.2185**	**21.0790**	**37.7206**	**0.1659**	**11.5854**	**0.4827**	**12.0681**	**3.1246**	**0.4651**	**3.5897**	**0.0000**	**18,467.6874**	**18,467.6874**	**0.5281**	**1.0856**	**18,804.4122**

	ROG	NOx	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	10/4/2021	10/3/2021	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Banning Point (Industrial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Paving: 15.99

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; 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	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

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	0	0.00	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					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Banning Point (Industrial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Banning Point (Industrial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	2.5443	16.1376	34.0092	0.1451	11.5854	0.2119	11.7973	3.1246	0.2012	3.3258		14,968.2527	14,968.2527	0.2734	1.0327	15,282.8449
Unmitigated	2.5443	16.1376	34.0092	0.1451	11.5854	0.2119	11.7973	3.1246	0.2012	3.3258		14,968.2527	14,968.2527	0.2734	1.0327	15,282.8449

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	311.99	26.89	10.76	978,136	978,136
Unrefrigerated Warehouse-No Rail	937.98	80.86	32.36	2,940,693	2,940,693
Total	1,249.98	107.75	43.12	3,918,830	3,918,830

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Parking Lot	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Refrigerated Warehouse-No Rail	0.382000	0.040000	0.124000	0.103000	0.147000	0.040000	0.063000	0.101000	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.483000	0.051000	0.156000	0.131000	0.075000	0.020000	0.032000	0.052000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	0.2645	2.4046	2.0198	0.0144		0.1828	0.1828		0.1828	0.1828		2,885.4860	2,885.4860	0.0553	0.0529	2,902.6330
NaturalGas Unmitigated	0.2645	2.4046	2.0198	0.0144		0.1828	0.1828		0.1828	0.1828		2,885.4860	2,885.4860	0.0553	0.0529	2,902.6330

Banning Point (Industrial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	21966.1	0.2369	2.1535	1.8090	0.0129		0.1637	0.1637		0.1637	0.1637		2,584.2491	2,584.2491	0.0495	0.0474	2,599.6060
Unrefrigerated Warehouse-No Rail	2560.51	0.0276	0.2510	0.2109	1.5100e-003		0.0191	0.0191		0.0191	0.0191		301.2370	301.2370	5.7700e-003	5.5200e-003	303.0271
Total		**0.2645**	**2.4046**	**2.0198**	**0.0144**		**0.1828**	**0.1828**		**0.1828**	**0.1828**		**2,885.4860**	**2,885.4860**	**0.0553**	**0.0529**	**2,902.6330**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	21.9661	0.2369	2.1535	1.8090	0.0129		0.1637	0.1637		0.1637	0.1637		2,584.2491	2,584.2491	0.0495	0.0474	2,599.6060
Unrefrigerated Warehouse-No Rail	2.56051	0.0276	0.2510	0.2109	1.5100e-003		0.0191	0.0191		0.0191	0.0191		301.2370	301.2370	5.7700e-003	5.5200e-003	303.0271
Total		**0.2645**	**2.4046**	**2.0198**	**0.0144**		**0.1828**	**0.1828**		**0.1828**	**0.1828**		**2,885.4860**	**2,885.4860**	**0.0553**	**0.0529**	**2,902.6330**

6.0 Area Detail

6.1 Mitigation Measures Area

Banning Point (Industrial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Unmitigated	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978

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	1.6276					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.5219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0162	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Total	**14.1657**	**1.5900e-003**	**0.1744**	**1.0000e-005**		**6.2000e-004**	**6.2000e-004**		**6.2000e-004**	**6.2000e-004**		**0.3732**	**0.3732**	**9.8000e-004**		**0.3978**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	1.6276					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.5219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0162	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Total	**14.1657**	**1.5900e-003**	**0.1744**	**1.0000e-005**		**6.2000e-004**	**6.2000e-004**		**6.2000e-004**	**6.2000e-004**		**0.3732**	**0.3732**	**9.8000e-004**		**0.3978**

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
Tractors/Loaders/Backhoes	2	4.00	365	200	0.37	CNG

Banning Point (Industrial Operations) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

UnMitigated/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
Equipment Type	lb/day										lb/day					
Tractors/Loaders/ Backhoes	0.2440	2.5352	1.5172	6.3400e-003		0.0875	0.0875		0.0805	0.0805	0.0000	613.5755	613.5755	0.1984		618.5365
Total	**0.2440**	**2.5352**	**1.5172**	**6.3400e-003**		**0.0875**	**0.0875**		**0.0805**	**0.0805**	**0.0000**	**613.5755**	**613.5755**	**0.1984**		**618.5365**

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

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Banning Point (Industrial Operations)

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	154.99	1000sqft	3.56	154,990.00	0
Unrefrigerated Warehouse-No Rail	464.97	1000sqft	10.67	464,969.00	0
Other Asphalt Surfaces	530.34	1000sqft	12.17	530,340.00	0
Parking Lot	555.00	Space	3.82	166,050.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	353.15	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors adjusted to reflect the RPS for 2022

Land Use - Total Project Area (Industrial Uses) is 30.22 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip Characteristics based on information provided in the Traffic analysis

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Busniess Survey Results (2014)

Fleet Mix - Fleet Mix adjusted based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, LDHT1, LDHT2, and HHDT)

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	30.00	0.00
tblFleetMix	HHD	0.02	0.10
tblFleetMix	HHD	0.02	0.05
tblFleetMix	LDA	0.53	0.38
tblFleetMix	LDA	0.53	0.48
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT1	0.06	0.05
tblFleetMix	LDT2	0.17	0.12
tblFleetMix	LDT2	0.17	0.16
tblFleetMix	LHD1	0.03	0.15
tblFleetMix	LHD1	0.03	0.08
tblFleetMix	LHD2	7.4220e-003	0.04
tblFleetMix	LHD2	7.4220e-003	0.02
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.10
tblFleetMix	MDV	0.14	0.13
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MH	5.7590e-003	0.00
tblFleetMix	MHD	0.01	0.06
tblFleetMix	MHD	0.01	0.03
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	OBUS	6.3000e-004	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	SBUS	1.1020e-003	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblFleetMix	UBUS	3.2100e-004	0.00
tblLandUse	LandUseSquareFeet	222,000.00	166,050.00

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	4.99	3.82
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHorsePower	97.00	200.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	390.98	353.15
tblVehicleTrips	ST_TR	2.12	0.17
tblVehicleTrips	ST_TR	1.74	0.17
tblVehicleTrips	SU_TR	2.12	0.07
tblVehicleTrips	SU_TR	1.74	0.07
tblVehicleTrips	WD_TR	2.12	2.01
tblVehicleTrips	WD_TR	1.74	2.02

2.0 Emissions Summary

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	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**

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Energy	0.2645	2.4046	2.0198	0.0144		0.1828	0.1828		0.1828	0.1828		2,885.4860	2,885.4860	0.0553	0.0529	2,902.6330
Mobile	2.1663	16.9481	29.0617	0.1377	11.5854	0.2121	11.7975	3.1246	0.2014	3.3260		14,220.2689	14,220.2689	0.2768	1.0402	14,537.1555
Offroad	0.2440	2.5352	1.5172	6.3400e-003		0.0875	0.0875		0.0805	0.0805	0.0000	613.5755	613.5755	0.1984		618.5365
Total	**16.8405**	**21.8895**	**32.7731**	**0.1585**	**11.5854**	**0.4830**	**12.0683**	**3.1246**	**0.4653**	**3.5899**	**0.0000**	**17,719.7036**	**17,719.7036**	**0.5315**	**1.0931**	**18,058.7229**

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	lb/day										lb/day					
Area	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Energy	0.2645	2.4046	2.0198	0.0144		0.1828	0.1828		0.1828	0.1828		2,885.4860	2,885.4860	0.0553	0.0529	2,902.6330
Mobile	2.1663	16.9481	29.0617	0.1377	11.5854	0.2121	11.7975	3.1246	0.2014	3.3260		14,220.2689	14,220.2689	0.2768	1.0402	14,537.1555
Offroad	0.2440	2.5352	1.5172	6.3400e-003		0.0875	0.0875		0.0805	0.0805	0.0000	613.5755	613.5755	0.1984		618.5365
Total	**16.8405**	**21.8895**	**32.7731**	**0.1585**	**11.5854**	**0.4830**	**12.0683**	**3.1246**	**0.4653**	**3.5899**	**0.0000**	**17,719.7036**	**17,719.7036**	**0.5315**	**1.0931**	**18,058.7229**

	ROG	NOx	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	10/4/2021	10/3/2021	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Paving: 15.99

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; 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	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

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	0	0.00	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					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	2.1663	16.9481	29.0617	0.1377	11.5854	0.2121	11.7975	3.1246	0.2014	3.3260		14,220.2689	14,220.2689	0.2768	1.0402	14,537.1555
Unmitigated	2.1663	16.9481	29.0617	0.1377	11.5854	0.2121	11.7975	3.1246	0.2014	3.3260		14,220.2689	14,220.2689	0.2768	1.0402	14,537.1555

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	311.99	26.89	10.76	978,136	978,136
Unrefrigerated Warehouse-No Rail	937.98	80.86	32.36	2,940,693	2,940,693
Total	1,249.98	107.75	43.12	3,918,830	3,918,830

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Parking Lot	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
Refrigerated Warehouse-No Rail	0.382000	0.040000	0.124000	0.103000	0.147000	0.040000	0.063000	0.101000	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.483000	0.051000	0.156000	0.131000	0.075000	0.020000	0.032000	0.052000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	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	0.2645	2.4046	2.0198	0.0144		0.1828	0.1828		0.1828	0.1828		2,885.4860	2,885.4860	0.0553	0.0529	2,902.6330
NaturalGas Unmitigated	0.2645	2.4046	2.0198	0.0144		0.1828	0.1828		0.1828	0.1828		2,885.4860	2,885.4860	0.0553	0.0529	2,902.6330

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	21966.1	0.2369	2.1535	1.8090	0.0129		0.1637	0.1637		0.1637	0.1637		2,584.2491	2,584.2491	0.0495	0.0474	2,599.6060
Unrefrigerated Warehouse-No Rail	2560.51	0.0276	0.2510	0.2109	1.5100e-003		0.0191	0.0191		0.0191	0.0191		301.2370	301.2370	5.7700e-003	5.5200e-003	303.0271
Total		**0.2645**	**2.4046**	**2.0198**	**0.0144**		**0.1828**	**0.1828**		**0.1828**	**0.1828**		**2,885.4860**	**2,885.4860**	**0.0553**	**0.0529**	**2,902.6330**

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	21.9661	0.2369	2.1535	1.8090	0.0129		0.1637	0.1637		0.1637	0.1637		2,584.2491	2,584.2491	0.0495	0.0474	2,599.6060
Unrefrigerated Warehouse-No Rail	2.56051	0.0276	0.2510	0.2109	1.5100e-003		0.0191	0.0191		0.0191	0.0191		301.2370	301.2370	5.7700e-003	5.5200e-003	303.0271
Total		**0.2645**	**2.4046**	**2.0198**	**0.0144**		**0.1828**	**0.1828**		**0.1828**	**0.1828**		**2,885.4860**	**2,885.4860**	**0.0553**	**0.0529**	**2,902.6330**

6.0 Area Detail

6.1 Mitigation Measures Area

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Unmitigated	14.1657	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978

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	1.6276					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.5219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0162	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Total	**14.1657**	**1.5900e-003**	**0.1744**	**1.0000e-005**		**6.2000e-004**	**6.2000e-004**		**6.2000e-004**	**6.2000e-004**		**0.3732**	**0.3732**	**9.8000e-004**		**0.3978**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	1.6276					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.5219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0162	1.5900e-003	0.1744	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3732	0.3732	9.8000e-004		0.3978
Total	**14.1657**	**1.5900e-003**	**0.1744**	**1.0000e-005**		**6.2000e-004**	**6.2000e-004**		**6.2000e-004**	**6.2000e-004**		**0.3732**	**0.3732**	**9.8000e-004**		**0.3978**

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
Tractors/Loaders/Backhoes	2	4.00	365	200	0.37	CNG

Banning Point (Industrial Operations) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

UnMitigated/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
Equipment Type	lb/day										lb/day					
Tractors/Loaders/ Backhoes	0.2440	2.5352	1.5172	6.3400e-003		0.0875	0.0875		0.0805	0.0805	0.0000	613.5755	613.5755	0.1984		618.5365
Total	**0.2440**	**2.5352**	**1.5172**	**6.3400e-003**		**0.0875**	**0.0875**		**0.0805**	**0.0805**	**0.0000**	**613.5755**	**613.5755**	**0.1984**		**618.5365**

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

HEALTH RISK ASSESSMENT OUTPUT FILES AND CALCULATION

AVERAGE EMISSION FACTOR
RIVERSIDE COUNTY 2023

Speed	LHD1	MHD	HHD
0	0.401577	0.039347	0.01233
5	0.036447	0.006028	0.01277
25	0.013286	0.002933	0.00682

Speed	Weighted Average Emissions
0	**0.09293**
5	**0.01674**
25	**0.00768**

Emission Rates - 2023 Emission Factors

Truck Emission Rates						
Source	Trucks Per Day	VMT [a] (miles/day)	Truck Emission Rate [b] (grams/mile)	Truck Emission Rate [b] (grams/idle-hour)	Daily Truck Emissions [c] (grams/day)	Modeled Emission Rates (g/second)
On-Site Idling North	74			0.0929	2.73	3.154E-05
On-Site Idling South	74			0.0929	2.73	3.154E-05
On-Site Travel North	148	56.79	0.0167		1.26	1.458E-05
On-Site Travel South	148	30.84	0.0167		0.68	7.915E-06
On-Site Travel East	148	41.03	0.0167		0.91	1.053E-05
Off-Site Travel	296	175.61	0.0077		1.54	1.781E-05

[a] Vehicle miles traveled are for modeled truck route only.

[b] Emission rates determined using EMFAC 2017. Idle emission rates are expressed in grams per idle hour rather than grams per mile.

[c] This column includes the total truck travel and truck idle emissions. For idle emissions this column includes emissions based on the assumption that each truck idles for 15 minutes and each TRU idles for 30 minutes on-site.

Source: EMFAC2017 (v1.0.3) Emissions Inventory
Region Type: Sub-Area
Region: Riverside (SC)
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/year for VMT, trips/year for Trips, tons/year for Emissions, 1000 gallons/year for Fuel Consumptic

Region	Calendar Y	Vehicle Ca	Model Yea	Speed	Fuel	Population
Riverside	2023	HHDT	Aggregate	Aggregate	Gasoline	6.287049
Riverside	2023	HHDT	Aggregate	Aggregate	Diesel	15994.3
Riverside	2023	HHDT	Aggregate	Aggregate	Natural Ga	297.8339
Riverside	2023	LHDT1	Aggregate	Aggregate	Gasoline	15202.19
Riverside	2023	LHDT1	Aggregate	Aggregate	Diesel	15878.18
Riverside	2023	MHDT	Aggregate	Aggregate	Gasoline	1361.919
Riverside	2023	MHDT	Aggregate	Aggregate	Diesel	11600.11

HHDT% GAS/NG	0.01866
HHDT% DSL	0.98134
LHDT1% GAS	0.48913
LHDT1% DSL	0.51087
MHDT% GAS	0.10507
MHDT% DSL	0.89493

TRU Type	TRU - Instate Truck TRU	3
Number of Units	59	
Operating Time Each Unit	0.75	

Unit	Emissions Pounds per Day						Annual
	ROG	NO_x	CO	SOX	PM10	PM2.5	MT CO_2
TRU - Instate Truck TRU	0.09	0.86	0.72	0.00	0.03	0.03	17.21

Table 1
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
-0.25 to 0 Age Bin Exposure Scenario

Source	Mass GLC		Weight Fraction	Contaminant	Carcinogenic Risk				Noncarcinogenic Hazards/ Toxicological Endpoints**								
					URF	CPF	DOSE	RISK	REL	RfD	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(ug/m^3)	(mg/m^3)			(ug/m^3)$^{-1}$	(mg/kg/day)$^{-1}$	(mg/kg-day)		(ug/m^3)	(mg/kg/day)								
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)
	0.00233	2.33E-06	1.00E+00	Diesel Particulate	3.0E-04	1.1E+00	8.1E-07	2.6E-08	5.0E+00	1.4E-03	4.7E-04							
TOTAL								2.6E-08			4.7E-04	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00

** Key to Toxicological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g. teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	0.25
inhalation rate (L/kg-day))	361
inhalation absorption factor	1
averaging time (years)	70
fraction of time at home	0.85
age sensitivity factor (age third trimester	10

Table 2
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
0-2 Age Bin Exposure Scenario

Source	Mass GLC		Weight Fraction	Contaminant	Carcinogenic Risk				Noncarcinogenic Hazards/ Toxicological Endpoints**								
					URF	CPF	DOSE	RISK	REL	RfD	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(ug/m^3)	(mg/m^3)			(ug/m^3)$^{-1}$	(mg/kg/day)$^{-1}$	(mg/kg-day)		(ug/m^3)	(mg/kg/day)								
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)
	0.00233	2.33E-06	1.00E+00	Diesel Particulate	3.0E-04	1.1E+00	2.4E-06	6.2E-07	5.0E+00	1.4E-03	4.7E-04							
TOTAL								6.2E-07			4.7E-04	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00

** Key to Toxicological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g. teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	2
inhalation rate (L/kg-day))	1090
inhalation absorption factor	1
averaging time (years)	70
fraction of time at home	0.85
age sensitivity factor (0 to 2 years old)	10

Table 3
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
2-16 Age Bin Exposure Scenario

Source	Mass GLC		Weight Fraction	Contaminant	Carcinogenic Risk				Noncarcinogenic Hazards/ Toxicological Endpoints**								
					URF	CPF	DOSE	RISK	REL	RfD	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(ug/m^3)	(mg/m^3)			(ug/m^3)$^{-1}$	(mg/kg/day)$^{-1}$	(mg/kg-day)		(ug/m^3)	(mg/kg/day)								
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)
	0.00233	2.33E-06	1.00E+00	Diesel Particulate	3.0E-04	1.1E+00	1.3E-06	5.8E-07	5.0E+00	1.4E-03	4.7E-04							
TOTAL								5.8E-07			4.7E-04	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00

** Key to Toxicological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g. teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	14
inhalation rate (L/kg-day))	572
inhalation absorption factor	1
averaging time (years)	70
fraction of time at home	0.72
age sensitivity factor (ages 2 to 16 years	3

Table 4
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
16-30 Age Bin Exposure Scenario

Source	Mass GLC		Weight Fraction	Contaminant	Carcinogenic Risk				Noncarcinogenic Hazards/ Toxicological Endpoints**								
					URF	CPF	DOSE	RISK	REL	RfD	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
	(ug/m^3)	(mg/m^3)			$(ug/m^3)^{-1}$	$(mg/kg/day)^{-1}$	(mg/kg-day)		(ug/m^3)	(mg/kg/day)								
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)
	0.00233	2.33E-06	1.00E+00	Diesel Particulate	3.0E-04	1.1E+00	5.8E-07	8.9E-08	5.0E+00	1.4E-03	4.7E-04							
TOTAL								8.9E-08			4.7E-04	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
								0.09										

** Key to Toxicological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g. teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	350
exposure duration (years)	14
inhalation rate (L/kg-day))	261
inhalation absorption factor	1
averaging time (years)	70
fraction of time at home	0.73
age sensitivity factor (ages 16 to 30 years old)	1

Total Risk for All Age Bins (per million) 1.32

Appendix B

Traffic Assessment

February 8, 2022

Mr. Adam Rush
City of Banning
99 E. Ramsey Street
Banning, CA 92220

SUBJECT: BANNING POINT (TPM 38164) TRAFFIC ASSESSMENT

Dear Mr. Adam Rush:

Urban Crossroads, Inc. is pleased to submit this letter report to document the Traffic Assessment prepared for the proposed Banning Point (TPM 38164) development (referred to as **Project**) located on the northeast corner of Sun Lakes Village Drive and Sun Lakes Boulevard in the City of Banning. Specifically, the purpose of this level of service (LOS) based focused traffic assessment is to identify potential site adjacent and off-site intersection improvements that may be required with the addition of the proposed Project and compare those findings to those published in the Sun Lakes Village North Specific Plan Amendment No. 5 (dated September 4, 2020, referred to as **SPA No. 5 Traffic Study**).

SUMMARY OF FINDINGS

The Project is proposed to consist of 464,969 square feet of high-cube fulfillment center warehouse use (75% of the industrial use), 154,990 square feet of high-cube cold storage warehouse use (25% of the industrial use), 16,200 square feet of fast casual restaurant use, 1,600 square feet of coffee-donut shop with drive-through window use, and 16,200 square feet of strip retail plaza use (see Exhibit 1). Consistent with the SPA No. 5 Traffic Study, the industrial uses are proposed on the northern end of the site with the commercial retail uses fronting Sun Lakes Boulevard to the south. The proposed access to the site is also consistent with the SPA No. 5 Traffic Study, with access points proposed along Sun Lakes Village Drive and two driveways along Sun Lakes Boulevard to the east. The westerly driveway on Sun Lakes Boulevard into the commercial retail area is proposed to have full access, aligning with the existing Country Club Drive and the easterly driveway on Sun Lakes Boulevard will be restricted to right-in/right-out access only (to be controlled by the existing raised median). The proposed Project is anticipated to generate a total of 2,186 two-way trips per day with 124 AM peak hour trips and 234 PM peak hour trips (actual vehicles).

Consistent with the SPA No. 5 Traffic Study, the following 9 study area intersections were evaluated as part of this focused traffic assessment (see Exhibit 2):

1. Highland Springs Av. & I-10 Westbound Ramps
2. Highland Springs Av. & I-10 Eastbound Ramps
3. Highland Springs Av. & 2nd St.
4. Highland Springs Av. & 1st St. / Sun Lakes Bl.
5. Sun Lakes Village Dr. & Driveway 1
6. Sun Lakes Village Dr. & Sun Lakes Bl.
7. Driveway 2/Country Club Dr. & Sun Lakes Bl.
8. Driveway 3 & Sun Lakes Bl.
9. Twin Hills Dr./Country Club Dr. & Sun Lakes Bl.

The Project will construct a traffic signal at Sun Lakes Village Drive and Country Club Drive on Sun Lakes Boulevard, lengthen the eastbound left turn pocket at Sun Lakes Village Drive to accommodate 150-feet of storage, and widen Sun Lakes Village Drive along the Project's frontage to accommodate dedicated lanes for trucks to enter the Project. Delays for the proposed Project are anticipated to be less than those anticipated with the project evaluated in the SPA No. 5 Traffic Study. However, the Project should contribute its fair share towards off-site improvement needs through payment of fees into pre-existing fee programs (such as WRCOG TUMF and County DIF) and/or fair share contribution. The proposed Project fair share percentages range between 2-14.5% (as compared to the 6.7-34.2% for the project evaluated in the SPA No. 5 Traffic Study).

TRIP GENERATION

CURRENTLY APPROVED TRIP GENERATION

The SPA No. 5 Traffic Study evaluated the development of 877,298 square feet of industrial park use and 37,189 square feet of commercial retail use within the area bounded by the proposed Project. There was also 52,065 square feet of medical office use evaluated in the SPA No. 5 Traffic Study, however, this portion of the Specific Plan lies outside of the proposed Project boundary. As such, only the industrial park and commercial retail uses have been contemplated for the purposes of this trip generation assessment. The trip generation summary for the currently approved Project uses is shown on Table 1. As shown on Table 1, the currently approved uses were anticipated to generate 3,844 two-way trips per day, with 375 trips during the AM peak hour and 445 trips during the PM peak hour. In passenger car equivalents (PCE), the currently approved uses were anticipated to generate 4,530 two-way PCE trips per day with 440 AM PCE peak hour trips and 498 PM PCE peak hour trips. Excerpts from the SPA No. 5 Traffic Study are included in Attachment A.

TABLE 1: CURRENTLY APPROVED TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Summary (Actual Vehicles):									
Industrial Park	877.298	TSF							
Passenger Cars:			250	59	309	66	250	316	2,514
2-axle Trucks:			6	1	7	1	5	6	74
3-axle Trucks:			7	2	9	2	6	8	92
4+-axle Trucks:			21	5	26	5	17	22	278
Total Trucks:			34	8	42	8	28	36	444
Industrial Park Subtotal			**284**	**67**	**351**	**74**	**278**	**352**	**2,958**
Commercial Retail	37.189	TSF	22	13	35	68	74	142	1,404
Internal Capture			-7	-4	-11	-5	-1	-6	-60
Pass-By (34% PM/Daily)			0	0	0	-21	-21	-43	-458
Retail Subtotal			**15**	**9**	**24**	**42**	**51**	**93**	**886**
Total Trips (Actual Vehicles)[2]			**299**	**76**	**375**	**116**	**329**	**445**	**3,844**
Trip Generation Summary (PCE):									
Industrial Park	877.298	TSF							
Passenger Cars:			250	59	309	66	250	316	2,514
2-axle Trucks:			9	2	11	2	7	9	112
3-axle Trucks:			14	3	17	3	11	14	184
4+-axle Trucks:			64	15	79	14	52	66	834
Total Trucks (PCE):			87	20	107	19	70	89	1,130
Industrial Park Subtotal			**337**	**79**	**416**	**85**	**320**	**405**	**3,644**
Commercial Retail	37.189	TSF	22	13	35	68	74	142	1,404
Internal Capture			-7	-4	-11	-5	-1	-6	-60
Pass-By (34% PM/Daily)			0	0	0	-21	-21	-42	-458
Retail Subtotal			**15**	**9**	**24**	**42**	**51**	**93**	**886**
Total Trips (PCE)[2]			**352**	**88**	**440**	**127**	**371**	**498**	**4,530**

Source: Sun Lakes Village North Specific Plan Amendment No. 5 Traffic Analysis (dated September 4, 2020).

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

PROPOSED PROJECT TRIP GENERATION

The Project is proposed to consist of 464,969 square feet of high-cube fulfillment center warehouse use (75% of the industrial use), 154,990 square feet of high-cube cold storage warehouse use (25% of the industrial use), 16,200 square feet of fast casual restaurant use, 1,600 square feet of coffee-donut shop with drive-through window use, and 16,200 square feet of strip retail plaza use.

Trip generation and vehicle mix for the proposed Project land uses are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their latest Trip Generation Manual (11th Edition, 2021) in conjunction with the South Coast Air Quality Management District (SCAQMD) Warehouse Truck Trip Generation Data Results and Usage (2014) for the High-Cube Cold Storage Warehouse land use and the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) for the High-Cube Fulfillment Center Warehouse land use. The trip generation rates for the proposed Project are provided on Table 2.

TABLE 2: TRIP GENERATION RATES

Land Use	Units[1]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates:									
High-Cube Fulfillment Center Warehouse[2]	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks			0.006	0.002	0.008	0.003	0.008	0.011	0.162
5+-Axle Trucks			0.008	0.003	0.011	0.003	0.007	0.010	0.217
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars (AM = 72.7%, PM = 75.0%, Daily = 64.6%)			0.062	0.018	0.080	0.025	0.065	0.090	1.370
2-Axle Trucks (AM = 9.5%, PM = 8.7%, Daily = 12.3%)			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks (AM = 3.0%, PM = 2.7%, Daily = 3.9%)			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks (AM = 14.8%, PM = 13.6%, Daily = 19.2%)			0.005	0.011	0.016	0.008	0.008	0.016	0.407
Fast Casual Restaruant	TSF	930	0.715	0.715	1.430	6.903	5.648	12.550	97.140
Coffee/Donut Shop with Drive Thru	TSF	937	43.799	42.081	85.880	19.495	19.495	38.990	533.570
Strip Retail Plaza (<40 TSF)	TSF	822	1.416	0.944	2.360	3.300	3.290	6.590	54.450
Passenger Car Equivalent (PCE) Trip Generation Rates:									
High-Cube Fulfillment Center Warehouse[2]	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.0)			0.012	0.004	0.016	0.006	0.016	0.022	0.324
5+-Axle Trucks (PCE = 3.0)			0.025	0.008	0.033	0.008	0.022	0.030	0.651
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.062	0.018	0.080	0.025	0.065	0.090	1.370
2-Axle Trucks (PCE = 1.5)			0.005	0.011	0.016	0.008	0.008	0.016	0.390
3-Axle Trucks (PCE = 2.0)			0.002	0.005	0.007	0.004	0.003	0.007	0.165
4+-Axle Trucks (PCE = 3.0)			0.015	0.034	0.049	0.024	0.025	0.049	1.222

[1] TSF = thousand square feet

[2] Trip Generation & Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.
Inbound and outbound split source: High Cube Warehouse Vehicle Trip Generation Analysis, October 2016, ITE.

[3] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).
Truck Mix Source: South Coast Air Quality Management District (SCAQMD) Warehouse Truck Trip Study Data Results and Usage (2014).
Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

As shown on Table 3, the proposed Project is anticipated to generate 2,292 two-way trips per day, with 100 trips generated during the AM peak hour and 237 trips generated during the PM peak hour (in actual vehicles).

TABLE 3: PROPOSED PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

Land Use	Quantity[2]	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Fulfillment Center Warehouse (75%)	464.969	TSF							
Passenger Cars:			37	11	48	19	48	67	814
Internal Capture[2]			-7	-10	-17	-4	-5	-8	-82
Total Passenger Car:			30	1	31	15	43	59	732
2-4 axle Trucks:			3	1	4	1	4	5	76
5+-axle Trucks:			4	1	5	1	3	4	102
Total Truck:			7	2	9	2	7	9	178
Fulfillment Center Warehouse (Actual Vehicles)			**37**	**3**	**40**	**17**	**50**	**68**	**910**
High-Cube Cold Storage Warehouse (25%)	154.990	TSF							
Passenger Cars:			10	3	13	4	10	14	212
Internal Capture[2]			-2	-3	-5	-1	-1	-2	-28
Total Passenger Car:			8	0	8	3	9	12	184
2-axle Trucks:			0	1	1	1	1	2	40
3-axle Trucks:			0	0	0	0	0	0	14
4+-axle Trucks:			1	2	3	1	1	2	64
Total Truck:			1	3	4	2	2	4	118
High-Cube Cold Storage Warehouse (Actual Vehicles)			**9**	**3**	**12**	**5**	**11**	**16**	**302**
Industrial Total Passenger Cars			38	1	39	18	52	71	916
Industrial Total Trucks (Actual Vehicles)			8	5	13	4	9	13	296
Industrial Total (Actual Vehicles)			**46**	**6**	**52**	**22**	**61**	**84**	**1,212**
Fast Casual Restaurant	16.200	TSF	12	12	23	112	91	203	1,574
Internal Capture[2]			-7	-6	-13	-11	-20	-31	-346
Pass-By (49% AM; 50% PM/Daily)[3]			-3	-3	-6	-36	-36	-71	-614
Coffee/Donut Shop with Drive Thru	1.600	TSF	70	67	137	31	31	62	854
Internal Capture[2]			-4	-3	-7	-6	-11	-17	-300
Pass-By (89% AM/PM/Daily)[3]			-57	-57	-114	-18	-18	-36	-494
Restaurant Total:			**11**	**10**	**20**	**72**	**38**	**111**	**674**
Strip Retail Plaza	16.200	TSF	23	15	38	53	53	106	884
Internal Capture[2]			-6	-4	-10	-31	-16	-47	-268
Pass-By (34% PM/Daily)[3]			0	0	0	-7	-7	-15	-210
Retail Total:			**17**	**11**	**28**	**15**	**30**	**44**	**406**
Commercial Total			**28**	**21**	**48**	**87**	**67**	**155**	**1,080**
Project Total Passenger Cars			66	22	87	105	119	224	1,996
Project Total Trucks (Actual Vehicles)			8	5	13	4	9	13	296
Project Total (Actual Vehicles)			**74**	**27**	**100**	**109**	**128**	**237**	**2,292**

[1] TSF = thousand square feet

[2] Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool.

[3] Source: ITE Trip Generation Handbook, 3rd Edition, 2017.

As shown on Table 4, the proposed Project is anticipated to generate 2,730 two-way PCE trips per day, with 122 AM PCE peak hour trips and 259 PM PCE peak hour trips.

TABLE 4: PROPOSED PROJECT TRIP GENERATION SUMMARY (PCE)

Land Use	Quantity[2]	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Fulfillment Center Warehouse (75%)	464.969	TSF							
Passenger Cars:			37	11	48	19	48	67	814
Internal Capture[2]			-7	-10	-17	-4	-5	-8	-82
Total Passenger Car:			30	1	31	15	43	59	732
2-4 axle Trucks:			6	2	8	3	7	10	152
5+-axle Trucks:			12	4	16	4	10	14	304
Total Truck:			18	6	24	7	17	24	456
Fulfillment Center Warehouse (PCE)			**48**	**7**	**55**	**22**	**60**	**83**	**1,188**
High-Cube Cold Storage Warehouse (25%)	154.990	TSF							
Passenger Cars:			10	3	13	4	10	14	212
Internal Capture[2]			-2	-3	-5	-1	-1	-2	-28
Total Passenger Car:			8	0	8	3	9	12	184
2-axle Trucks:			1	2	3	1	1	2	62
3-axle Trucks:			0	1	1	1	0	1	26
4+-axle Trucks:			2	5	7	4	4	8	190
Total Truck:			3	8	11	6	5	11	278
High-Cube Cold Storage Warehouse (PCE)			**11**	**8**	**19**	**9**	**14**	**23**	**462**
Industrial Total Passenger Cars			38	1	39	18	52	71	916
Industrial Total Trucks (PCE)			21	14	35	13	22	35	734
Industrial Total (PCE)			**59**	**15**	**74**	**31**	**74**	**106**	**1,650**
Fast Casual Restaurant	16.200	TSF	12	12	23	112	91	203	1,574
Internal Capture[2]			-7	-6	-13	-11	-20	-31	-346
Pass-By (49% AM; 50% PM/Daily)[3]			-3	-3	-6	-36	-36	-71	-614
Coffee/Donut Shop with Drive Thru	1.600	TSF	70	67	137	31	31	62	854
Internal Capture[2]			-4	-3	-7	-6	-11	-17	-300
Pass-By (89% AM/PM/Daily)[3]			-57	-57	-114	-18	-18	-36	-494
Restaurant Total:			**11**	**10**	**20**	**72**	**38**	**111**	**674**
Strip Retail Plaza	16.200	TSF	23	15	38	53	53	107	884
Internal Capture[2]			-6	-4	-10	-31	-16	-47	-266
Pass-By (34% PM/Daily)[3]			0	0	0	-8	-8	-15	-212
Retail Total:			**17**	**11**	**28**	**15**	**30**	**45**	**406**
Commercial Total			**28**	**21**	**48**	**87**	**68**	**155**	**1,080**
Project Total Passenger Cars			66	22	87	105	120	224	1,996
Project Total Trucks (Actual Vehicles)			21	14	35	13	22	35	734
Project Total (PCE)			**87**	**36**	**122**	**118**	**142**	**259**	**2,730**

[1] TSF = thousand square feet

[2] Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool.

[3] Source: ITE Trip Generation Handbook, 3rd Edition, 2017.

TRIP GENERATION COMPARISON

As shown in Table 5, the development of the proposed Project is anticipated to generate 1,800 fewer two-way PCE trips per day with 318 fewer AM PCE peak hour trips and 239 fewer PM PCE peak hour trips as compared to the currently approved uses. The trip generation comparison has been performed for the PCE trips only as the peak hour intersection operations analysis conducted in the SPA No. 5 Traffic Study was based on PCE.

TABLE 5: TRIP GENERATION COMPARISON

	AM Peak Hour			PM Peak Hour			
Land Use	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Daily**
Actual Vehicles:							
Previously Approved Project							
Passenger Cars:	265	68	333	108	301	409	3,400
Total Truck Trips:	34	8	42	8	28	36	444
Previously Approved Project Total	**299**	**76**	**375**	**116**	**329**	**445**	**3,844**
Proposed Project							
Passenger Cars:	66	22	87	105	119	224	1,996
Total Truck Trips:	8	5	13	4	9	13	296
Proposed Project Total	**74**	**27**	**100**	**109**	**128**	**237**	**2,292**
Comparison							
Passenger Cars:	-199	-46	-246	-3	-182	-185	-1,404
Total Truck Trips:	-26	-3	-29	-4	-19	-23	-148
Comparison Total	**-225**	**-49**	**-275**	**-7**	**-201**	**-208**	**-1,552**
Passenger Car Equivalent (PCE):							
Previously Approved Project							
Passenger Cars:	265	68	333	108	301	409	3,400
Total Truck Trips:	87	20	107	19	70	89	1,130
Previously Approved Project Total	**352**	**88**	**440**	**127**	**371**	**498**	**4,530**
Proposed Project							
Passenger Cars:	66	22	87	105	120	224	1,996
Total Truck Trips:	21	14	35	13	22	35	734
Proposed Project Total	**87**	**36**	**122**	**118**	**142**	**259**	**2,730**
Comparison							
Passenger Cars:	-199	-46	-246	-2	-182	-185	-1,404
Total Truck Trips:	-66	-6	-72	-6	-48	-54	-396
Comparison Total	**-265**	**-52**	**-318**	**-8**	**-230**	**-239**	**-1,800**

TRIP DISTRIBUTION

Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern of passenger cars is heavily influenced by the geographical location of the site, the location of surrounding land uses, and the proximity to the regional freeway system. The trip distribution pattern for truck traffic is also influenced by the local truck routes. Given these differences, separate trip distributions were generated for both passenger cars and truck trips. The Project (industrial) passenger car and truck trip distribution patterns are graphically depicted on Exhibits 3 and 4, respectively. Exhibit 5 shows the retail trip distribution patterns. All distribution patterns are consistent with the SPA No. 5 Traffic Study.

INTERSECTION OPERATIONS ANALYSIS

EXISTING PLUS PROJECT (E+P) CONDITIONS

Existing baseline traffic volumes are consistent with the SPA No. 5 Traffic study. Specifically, historic traffic count data was utilized in conjunction with an adjustment factor (2% per year, compounded annually) to establish a current baseline condition (as to not understate volumes that might be influenced by the pandemic). Project traffic was added to baseline volumes to develop E+P traffic volumes. Turning volumes shown are in PCE, but the ADT volumes are reflected in actual vehicles. E+P peak hour intersection volumes are shown on Exhibit 6. As shown on Table 6, the study area intersections are anticipated to operate at an acceptable LOS (LOS D or better) for E+P traffic conditions consistent with the E+P results from the SPA No. 5 Traffic Study. Table 6 also shows the net change in the delays between the project evaluated in the SPA No. 5 Traffic Study and the currently proposed Project. The change in delay shows reductions to the anticipated E+P delays with the proposed Project. Intersection operations worksheets for E+P traffic conditions are provided in Attachment B.

TABLE 6: SUMMARY OF INTERSECTION ANALYSIS

#	Intersection	Traffic Control[2]	E+P (SPA No. 5) Delay[1] (secs.) AM	E+P (SPA No. 5) Delay[1] (secs.) PM	E+P (SPA No. 5) Level of Service AM	E+P (SPA No. 5) Level of Service PM	E+P (Current Project) Delay[1] (secs.) AM	E+P (Current Project) Delay[1] (secs.) PM	E+P (Current Project) Level of Service AM	E+P (Current Project) Level of Service PM	Delay[1] (secs.) AM	Delay[1] (secs.) PM
1	Highland Springs Av. & I-10 WB Ramps	TS	34.8	42.0	C	D	25.6	34.4	C	C	-9.2	-7.6
2	Highland Springs Av. & I-10 EB Ramps	TS	34.6	26.2	C	C	25.2	23.4	C	C	-9.4	-2.8
3	Highland Springs Av. & 2nd St.	TS	24.8	20.8	C	C	23.5	19.8	C	B	-1.3	-1.0
4	Highland Springs Av. & 1st St./Sun Lakes Bl.	TS	34.5	18.4	C	B	28.6	17.1	C	B	-5.9	-1.3
5	Sun Lakes Village Dr. & Dwy. 1	**CSS**	10.4	11.1	B	B	9.6	10.0	A	B	-0.8	-1.1
6	Sun Lakes Village Dr. & Sun Lakes Bl.	CSS/**TS**[4]	16.7	15.7	C	C	12.2	16.7	B	B	-4.5	1.0
7	Dwy. 2/Country Club Dr. & Sun Lakes Bl.	AWS/**TS**[4]	17.3	19.0	B	B	19.6	19.4	B	B	2.3	0.4
8	Dwy. 3 & Sun Lakes Bl.	**CSS**	9.0	10.1	A	B	8.7	8.9	A	B	-0.3	-1.2
9	Twin Hills Dr./Country Club Dr. & Sun Lakes Bl.	AWS	8.8	8.2	A	A	8.6	8.2	A	A	-0.2	0.0

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

[2] CSS = Cross-street Stop; AWS = All-way Stop; TS = Traffic Signal; **CSS** = Improvement

[3] Minimum acceptable LOS for each applicable jurisdiction.

[4] The Project will construct a traffic signal as part of the Project design features.

Long-range (horizon year) intersection improvements are noted in Table 7 and identifies whether the improvements are included in a pre-existing fee program (such as the City's Development Impact Fee or County Transportation Uniform Mitigation Fee programs). If the improvement is not included in any pre-existing fee program, then it is assumed the Project would either construct the improvement or contribute its fair share towards the improvements needed to maintain acceptable LOS. Table 7 shows the fair share contribution identified previously in the SPA No. 5 Traffic Study and the Project's fair share based on the currently proposed development. Detailed fair share calculations for the applicable intersection is shown on Table 8.

TABLE 7: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO

#	Intersection Location	Jurisdiction	Analysis Scenarios 2040 Without & With Project	Improvements in Fee Program?[1]	Project Responsibility[2]	SPA No. 5 Traffic Study Fair Share %[3]	Current Fair Share %[3]
1	Highland Springs Av. & I-10 WB Ramps	Banning, Beaumont, Caltrans	Add SB free right turn lane	No	Fair Share	22.4%	9.0%
			Add WB left turn lane	No	Fair Share		
2	Highland Springs Av. & I-10 EB Ramps	Banning, Beaumont, Caltrans	Add 2nd EB right turn lane	No	Fair Share	29.5%	13.1%
3	Highland Springs Av. & 2nd St.	Banning, Beaumont	Restripe the EB approach to provide dual left turn lanes and one shared through-right turn lane	No	Fair Share	32.9%	15.1%
			Modify the traffic signal to protect the eastbound and westbound left turns and to implement lead-lag operations for the eastbound and westbound left turns, with the eastbound left turn running as lag	No	Fair Share		
4	Highland Springs Av. & 1st St./Sun Lakes Bl.	Banning, Beaumont	Add 2nd SB left turn lane	No	Fair Share	21.8%	8.5%
			Add 2nd WB through lane	No	Fair Share		
6	Sun Lakes Village Dr. & Sun Lakes Bl.	Banning	Install a Traffic Signal	No	Construct[4]	34.2%	11.8%
9	Twin Hills Dr./Country Club Dr. & Sun Lakes Bl.	Banning	Install a Traffic Signal	No	Fair Share	6.7%	1.7%

[1] Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at discretion of City.
[2] Identifies the Project's responsibility to construct an improvement or contribute a fee payment or fair share towards the implementation of the improvements shown.
[3] Represents the fair share percentage for the Project during the most impacted peak hour.
[4] Project has committed to constructing the traffic signal located at Sun Lakes Village Drive at Sun Lakes Boulevard.

TABLE 8: PROJECT FAIR SHARE CALCULATIONS

#	Intersection		Existing	Project	2040 With Project	Total New Traffic	Project Fair Share[1]
1	Highland Springs Av. & I-10 WB Ramps						
		AM:	2,525	46	3,543	1,018	4.5%
		PM:	3,106	94	4,155	1,049	**9.0%**
2	Highland Springs Av. & I-10 EB Ramps						
		AM:	2,821	90	4,092	1,271	7.1%
		PM:	3,530	168	4,817	1,287	**13.1%**
3	Highland Springs Av. & 2nd St.						
		AM:	1,899	92	3,120	1,221	7.5%
		PM:	1,801	175	2,963	1,162	**15.1%**
4	Highland Springs Av. & 1st St./Sun Lakes Bl.						
		AM:	1,437	107	3,338	1,901	5.6%
		PM:	1,511	216	4,044	2,533	**8.5%**
6	Sun Lakes Village Dr. & Sun Lakes Bl.						
		AM:	613	107	1,698	1,085	9.9%
		PM:	624	223	2,510	1,886	**11.8%**
9	Twin Hills Dr./Country Club Dr. & Sun Lakes Bl.						
		AM:	216	13	1,052	836	1.6%
		PM:	245	35	2,281	2,036	**1.7%**

* Highest deficient peak hour represented in **BOLD** and shown on Table 7.

SITE ACCESS RECOMMENDATIONS

Site access recommendations for the Project driveways are shown on Exhibit 7 and are consistent with those recommended in the SPA No. 5, with the exception of the following:

- Driveway 2 improvements on Sun Lake Village Drive are no longer applicable as the driveway is no longer being proposed.
- The intersection of Sun Lakes Village Drive and Sun Lakes Boulevard will be signalized by the Project. In addition the existing landscaped median will be modified to accommodate a 150-foot eastbound left turn lane.
- Sun Lakes Village Drive will be widened to 54-feet of pavement in order to accommodate a 14-foot southbound right turn lane, 13-foot southbound left turn lane, 13-foot northbound through lane (providing access to the Sun Lakes Village Shopping Center), and a 14-foot northbound right turn lane (providing access into the Project).
- Project will install a traffic signal and modify the existing landscaped median at Driveway 2/Country Club Drive in order to accommodate a 150-foot eastbound left turn lane at the intersection of Driveway 2/Country Club Drive and Sun Lakes Boulevard.

A queuing analysis has been conducted for Horizon Year (2040) With Project traffic conditions to determine the necessary turn pocket storage lengths shown on Exhibit 7. Queuing analysis worksheets are provided in Attachment C.

TRUCK ACCESS

Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at the Project driveway (Driveway 1) anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers (see Exhibit 8). As shown on Exhibit 8, the proposed curb radii at Driveway 1 and the intersection of Sun Lakes Village Drive at Sun Lakes Boulevard are anticipated to accommodate the ingress and egress of heavy trucks as currently designed.

If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So

Charlene So, PE
Associate Principal

EXHIBIT 1: PRELIMINARY SITE PLAN



EXHIBIT 2: STUDY AREA

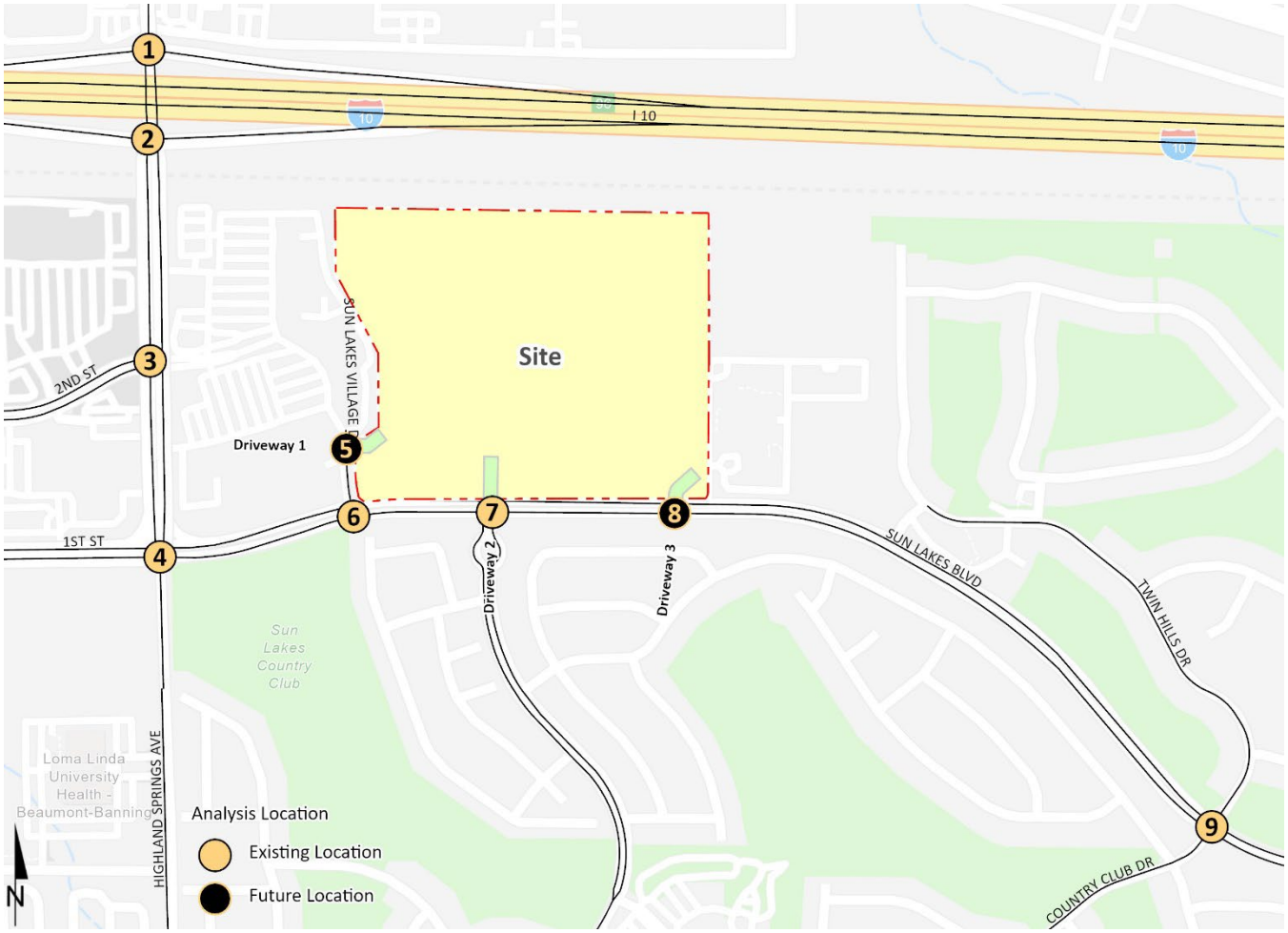


EXHIBIT 3: PROJECT (INDUSTRIAL PASSENGER CAR) TRIP DISTRIBUTION

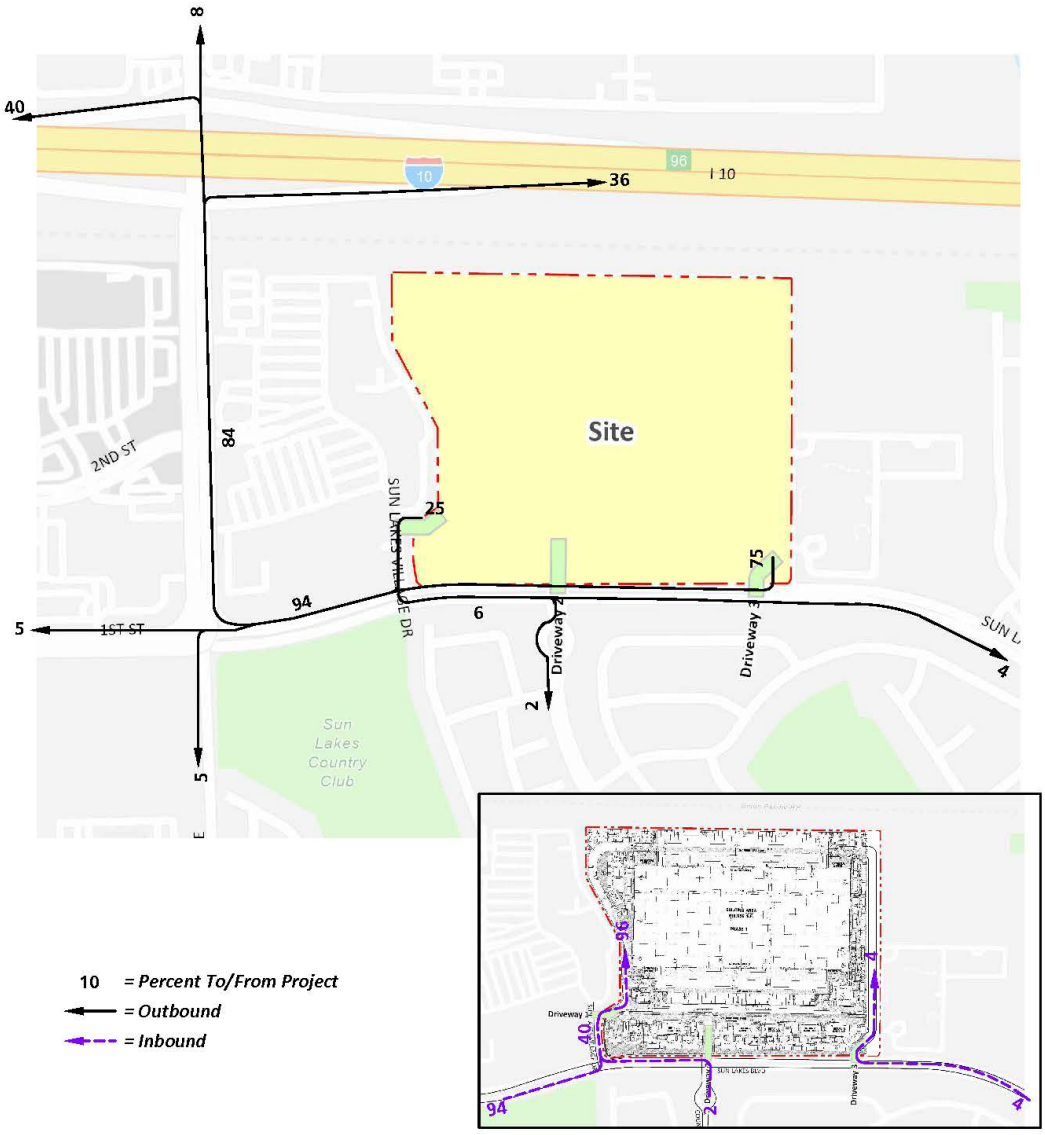


EXHIBIT 4: PROJECT (INDUSTRIAL TRUCK) TRIP DISTRIBUTION



EXHIBIT 5: PROJECT (RETAIL) TRIP DISTRIBUTION

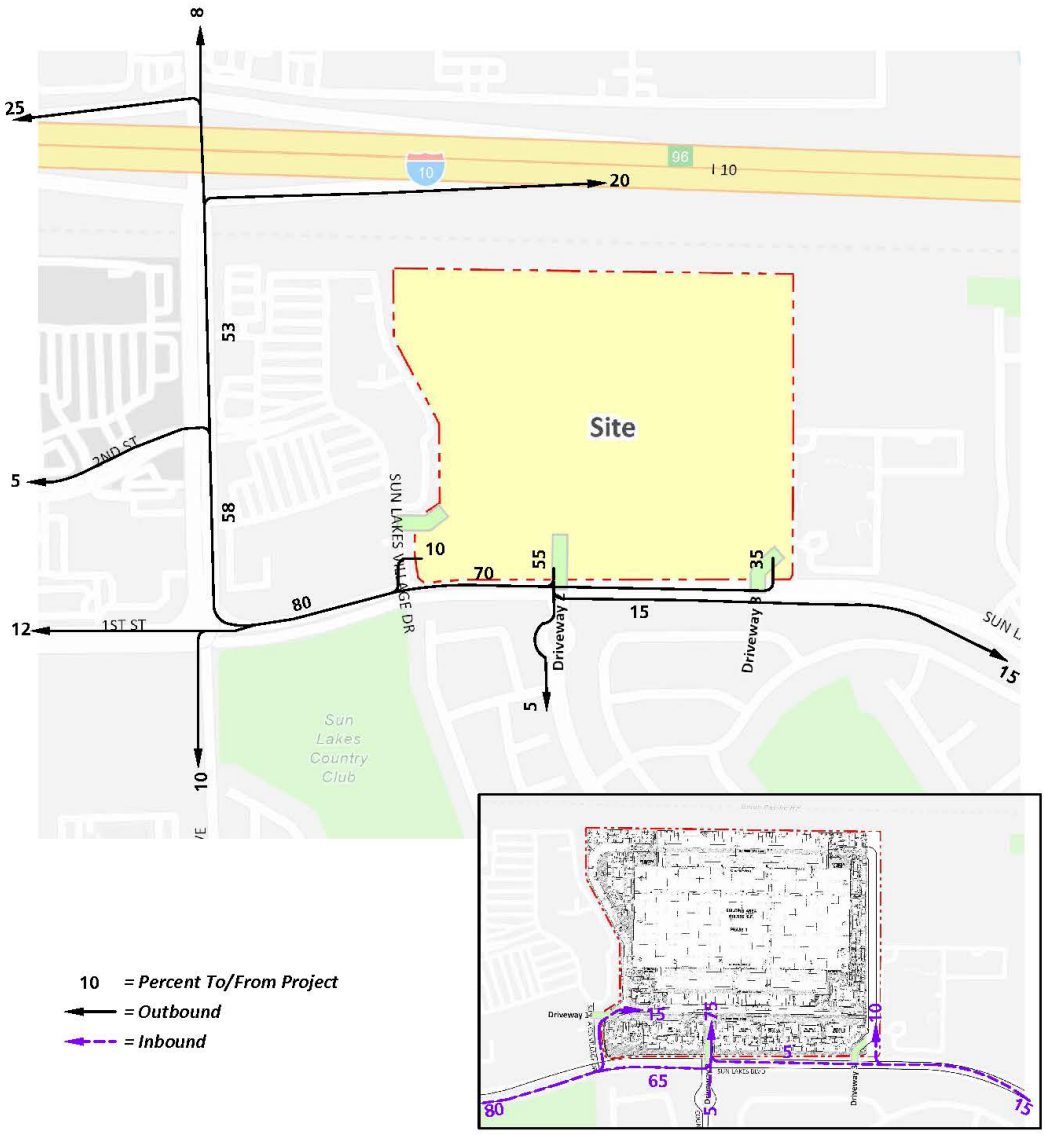
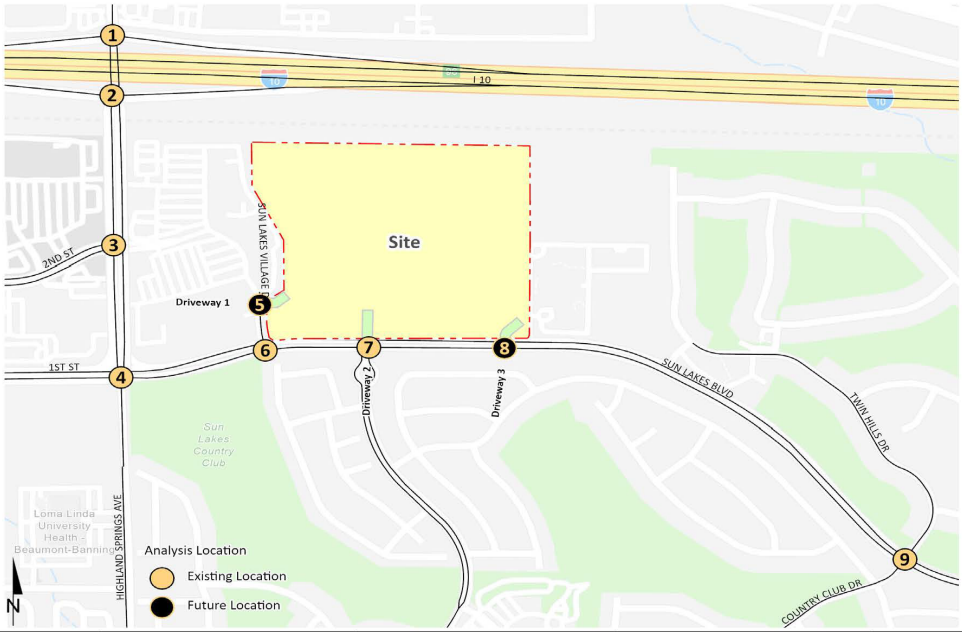


EXHIBIT 6: E+P TRAFFIC VOLUMES (PCE)



1 Highland Springs Av. & I-10 WB Ramps

32,950	367(313) ↲	787(834) ↓	9,300
		↱ 158(307)	
		← 36(10)	
		↰ 222(369)	
		↰ 309(389)	↑ 696(982)
9,500			34,700

2 Highland Springs Av. & I-10 EB Ramps

34,700	828(1076) ↓	209(126) ↳	8,950
	293(326) ⤻		
	0(3) →		
	473(588) ⤷		
		↑ 711(1045)	↱ 402(541)
12,500			43,750

3 Highland Springs Av. & 2nd St.

24,800	354(341) ↲	437(427) ↓	160(158) ↳ 3,350
			↱ 34(33)
			← 19(18)
			↰ 29(14)
	42(309) ⤻		
	318(9) →		
	10(33) ⤷		
		↰ 43(44)	↑ 534(584) ↱ 15(15)
10,200			14,750

4 Highland Springs Av. & 1st St./Sun Lakes Bl.

17,850	107(177) ↲	254(234) ↓	288(253) ↳ 9,900
			↱ 216(226)
			← 55(114)
			↰ 14(39)
	124(230) ⤻		
	74(108) →		
	74(40) ⤷		
		↰ 64(58)	↑ 259(224) ↱ 19(34)
9,750			8,450

5 Sun Lakes Village Dr. & Dwy. 1

2,850	27(118) ↓		1,150
		↰ 16(42)	
		↑ 152(94)	↱ 40(33)
			4,050

6 Sun Lakes Village Dr. & Sun Lakes Bl.

4,050	32(116) ↲	16(44) ↳ 8,000	
		↱ 43(35)	
		← 252(264)	
	176(91) ⤻		
	204(302) →		
9,900			

7 Dwy. 2/Country Club Dr. & Sun Lakes Bl.

3,600	68(85) ↲	1(3) ↓	64(71) ↳ 4,250
			↱ 62(65)
			← 114(115)
			↰ 10(7)
	100(127) ⤻		
	16(76) →		
	103(143) ⤷		
		↰ 113(99)	↑ 2(5) ↱ 7(7)
8,000			3,550

8 Dwy. 3 & Sun Lakes Bl.

600	8(63) ↲	3,650
		↱ 4(9)
		← 145(120)
	72(149) →	
4,100		

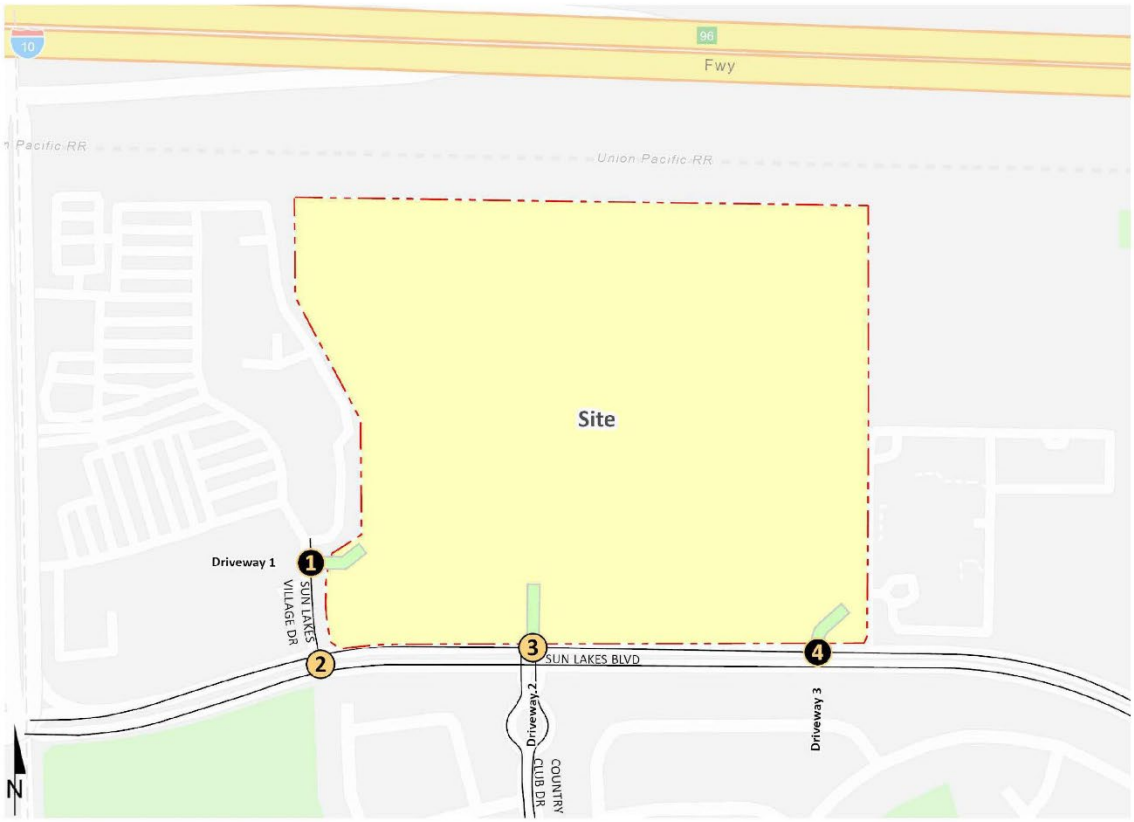
9 Twin Hills Dr./Country Club Dr. & Sun Lakes Bl.

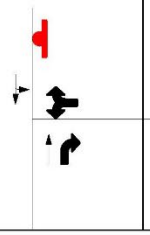
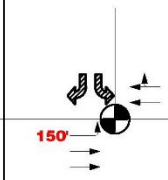
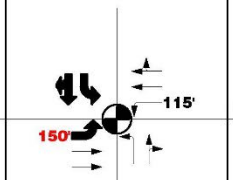
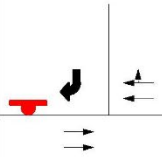
500	7(2) ↲	10(12) ↓	4(0) ↳ 950
			↱ 2(2)
			← 28(30)
			↰ 6(4)
	2(5) ⤻		
	22(34) →		
	25(84) ⤷		
		↰ 104(76)	↑ 11(17) ↱ 4(4)
3,000			2,550

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

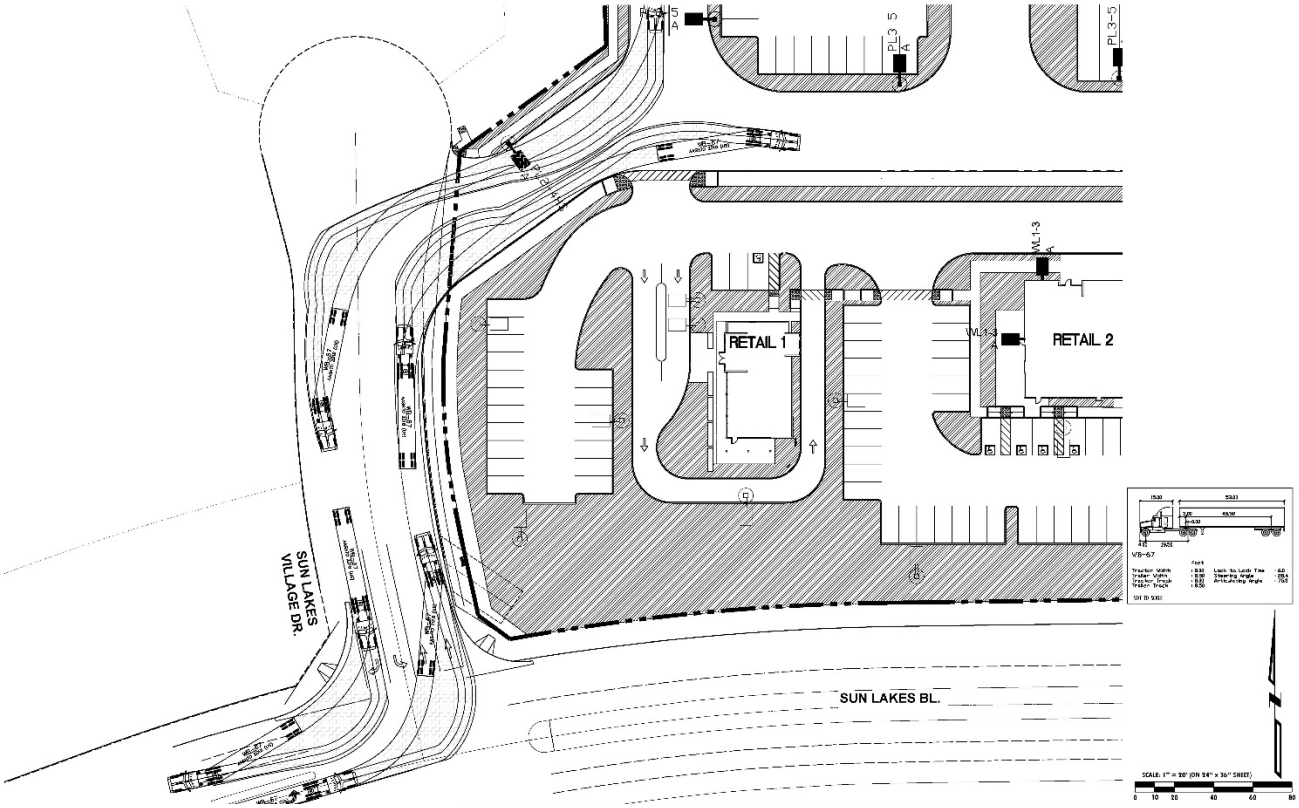
EXHIBIT 7: SITE ACCESS RECOMMENDATIONS



1 Sun Lakes Village Dr. & Dwy. 1	2 Sun Lakes Village Dr. & Sun Lakes Bl.	3 Dwy. 2 / Country Club Dr. & Sun Lakes Bl.	4 Dwy. 3 & Sun Lakes Bl.
			

= *New Traffic Signal*
= *Stop Sign Improvement*
= *Existing Lane*
= *Lane Improvement*
= *Lane Restripe*
100' = *Recommended Turn Pocket Length*
100' = *Minimum Turn Pocket Length*

EXHIBIT 8: TRUCK ACCESS



ATTACHMENT A:
EXCERPTS FROM SPA NO. 5 TRAFFIC STUDY

Sun Lakes Village North Specific Plan Amendment No. 5

TRAFFIC ANALYSIS

CITY OF BANNING

PREPARED BY:

Aric Evatt, PTP
aevatt@urbanxroads.com

Charlene So, PE
cso@urbanxroads.com

Connor Paquin, PE
cpaquin@urbanxroads.com

SEPTEMBER 4, 2020

EXHIBIT 1-1: PRELIMINARY LAND USE PLAN



LEGEND:

RIRO	*= RIGHT-IN/RIGHT-OUT ONLY ACCESS*
FULL	*= FULL ACCESS*
P	*= PASSENGER CARS ONLY*
PT	*= PASSENGER CARS AND TRUCKS*

N

EXHIBIT 1-2: LOCATION MAP



LEGEND:

0 = *EXISTING INTERSECTION ANALYSIS LOCATION*

(0) = *FUTURE INTERSECTION ANALYSIS LOCATION*

N

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URBAN CROSSROADS

EXHIBIT 1-4: SITE ADJACENT ROADWAY AND SITE ACCESS RECOMMENDATIONS

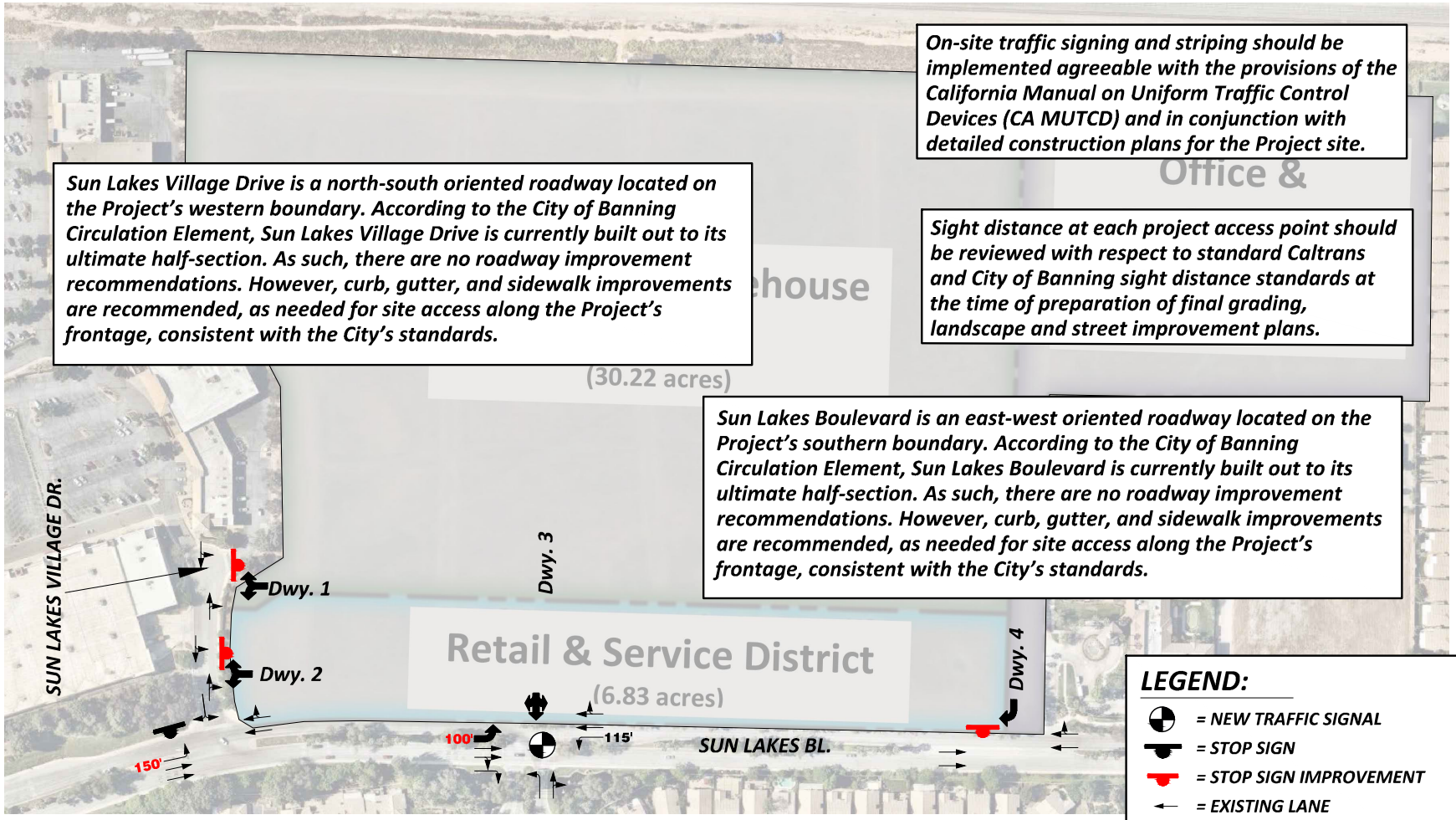

Table 1-2

Summary of Improvements by Analysis Scenario

#	Intersection Location	Jurisdiction	Recommended Improvements[1]				Improvements in Fee Program?[1]	Project Responsibility[2]	Fair Share %[3]
			Existing (2020)	E+P	2040 Without Project	2040 With Project			
1	Highland Springs Av. & I-10 WB Ramps	Banning, Beaumont, Caltrans	None	None	Add SB free right turn lane Add WB left turn lane	Same Same	No No	Fair Share Fair Share	22.4%
2	Highland Springs Av. & I-10 EB Ramps	Banning, Beaumont, Caltrans	None	None	Add 2nd EB right turn lane	Same	No	Fair Share	29.5%
3	Highland Springs Av. & 2nd St.	Banning, Beaumont	None	None	Restripe the EB approach to provide dual left turn lanes and one shared through-right turn lane Modify the traffic signal to protect the eastbound and westbound left turns and to implement lead-lag operations for the eastbound and westbound left turns, with the eastbound left turn running as lag	Same Same	No No	Fair Share Fair Share	32.9%
4	Highland Springs Av. & 1st St./Sun Lakes Bl.	Banning, Beaumont	None	None	Add 2nd SB left turn lane Add 2nd WB through lane	Same Same	No No	Fair Share Fair Share	21.8%
7	Sun Lakes Village Dr. & Sun Lakes Bl.	Banning	None	None	Install a Traffic Signal	Same	No	Fair Share	34.2%
10	Twin Hills Dr./Country Club Dr. & Sun Lakes Bl.	Banning	None	None	Install a Traffic Signal	Same	No	Fair Share	6.7%

[1] Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at discretion of City.

[2] Identifies the Project's responsibility to construct an improvement or contribute a fee payment or fair share towards the implementation of the improvements shown.

[3] Represents the fair share percentage for the Project during the most impacted peak hour.

Table 4-1

Trip Generation Rates

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Industrial Park[3]	TSF	130	0.324	0.076	0.400	0.084	0.316	0.400	3.370
Passenger Cars (AM-88.0%; PM-90.0%; Daily-85.0%)			0.285	0.067	0.348	0.076	0.284	0.348	2.865
2-Axle Trucks (AM-2.00%; PM-1.67%; Daily-2.51%)			0.006	0.002	0.009	0.001	0.005	0.009	0.084
3-Axle Trucks (AM-2.48%; PM-2.07%; Daily-3.11%)			0.008	0.002	0.011	0.002	0.007	0.011	0.105
4-Axle+ Trucks (AM-7.51%; PM-6.26%; Daily-9.39%)			0.024	0.006	0.032	0.005	0.020	0.033	0.316
Passenger Car Equivalent (PCE) Trip Generation Rates[4]									
Industrial Park[3]	TSF	130	0.324	0.076	0.400	0.084	0.316	0.400	3.370
Passenger Cars			0.285	0.067	0.352	0.076	0.284	0.360	2.865
2-Axle Trucks (PCE = 1.5)			0.010	0.002	0.012	0.002	0.008	0.010	0.127
3-Axle Trucks (PCE = 2.0)			0.016	0.004	0.020	0.003	0.013	0.017	0.209
4-Axle+ Trucks (PCE = 3.0)			0.073	0.017	0.090	0.016	0.059	0.075	0.949
Medical-Dental Office	720	TSF	2.168	0.612	2.780	0.969	2.491	3.460	34.800
Shopping Center	820	TSF	0.583	0.357	0.940	1.829	1.981	3.810	37.750

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

[2] TSF = thousand square feet

[3] Vehicle Mix Source: ITE Trip Generation Handbook Supplement (2020), Appendix C.
Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

[4] PCE factors per SBCTA CMP: 2-axle = 1.5; 3-axle = 2.0; 4+-axle = 3.0.

Table 4-2

Project Trip Generation Summary (Actual Vehicles)

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park	877.298	TSF							
Passenger Cars:			250	59	309	66	250	316	2,514
Truck Trips:									
2-axle:			6	1	7	1	5	6	74
3-axle:			7	2	9	2	6	8	92
4+-axle:			21	5	26	5	17	22	278
- Truck Trips			34	8	42	8	28	36	444
Industrial Park Subtotal			***284***	***67***	***351***	***74***	***278***	***352***	***2,958***
Medical Office	52.065	TSF	113	32	145	50	130	180	1,812
Internal Capture			-4	-7	-11	-1	-5	-6	-62
Office Subtotal			***109***	***25***	***134***	***49***	***125***	***174***	***1,750***
Commercial Retail	37.189	TSF	22	13	35	68	74	142	1,404
Internal Capture			-7	-4	-11	-5	-1	-6	-60
Pass-By (34% PM/Daily)			0	0	0	-21	-21	-43	-458
Retail Subtotal			***15***	***9***	***24***	***42***	***51***	***93***	***886***
TOTAL TRIPS (Actual Vehicles) [2]			**408**	**101**	**509**	**165**	**454**	**619**	**5,594**
Total Trips from Previous Traffic Study			**502**	**245**	**747**	**454**	**602**	**1,056**	**10,828**
Net Difference in Trips			**-94**	**-144**	**-238**	**-289**	**-148**	**-437**	**-5,234**

[1] TSF = thousand square feet

[2] TOTAL TRIPS = Passenger Cars + Truck Trips.

Table 4-3

Project Trip Generation Summary (PCE)

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park	877.298	TSF							
Passenger Cars:			250	59	309	66	250	316	2,514
Truck Trips:									
2-axle:			9	2	11	2	7	9	112
3-axle:			14	3	17	3	11	14	184
4+-axle:			64	15	79	14	52	66	834
- Truck Trips			87	20	107	19	70	89	1,130
Industrial Park Subtotal			***337***	***79***	***416***	***85***	***320***	***405***	***3,644***
Medical Office	52.065	TSF	113	32	145	50	130	180	1,812
Internal Capture			-4	-7	-11	-1	-5	-6	-62
Office Subtotal			***109***	***25***	***134***	***49***	***125***	***174***	***1,750***
Commercial Retail	37.189	TSF	22	13	35	68	74	142	1,404
Internal Capture			-7	-4	-11	-5	-1	-6	-60
Pass-By (34% PM/Daily)			0	0	0	-21	-21	-42	-458
Retail Subtotal			***15***	***9***	***24***	***42***	***51***	***93***	***886***
TOTAL TRIPS (PCE) [2]			**461**	**113**	**574**	**176**	**496**	**672**	**6,280**
Total Trips from Previous Traffic Study			**502**	**245**	**747**	**454**	**602**	**1,056**	**10,828**
Net Difference in Trips			**-41**	**-132**	**-173**	**-278**	**-106**	**-384**	**-4,548**

[1] TSF = thousand square feet

[2] TOTAL TRIPS = Passenger Cars + Truck Trips.

EXHIBIT 4-1: PROJECT (TRUCK) NEAR-TERM TRIP DISTRIBUTION



LEGEND:

10 = *PERCENT TO/FROM PROJECT*

N

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EXHIBIT 4-2: PROJECT (INDUSTRIAL CAR) NEAR-TERM TRIP DISTRIBUTION

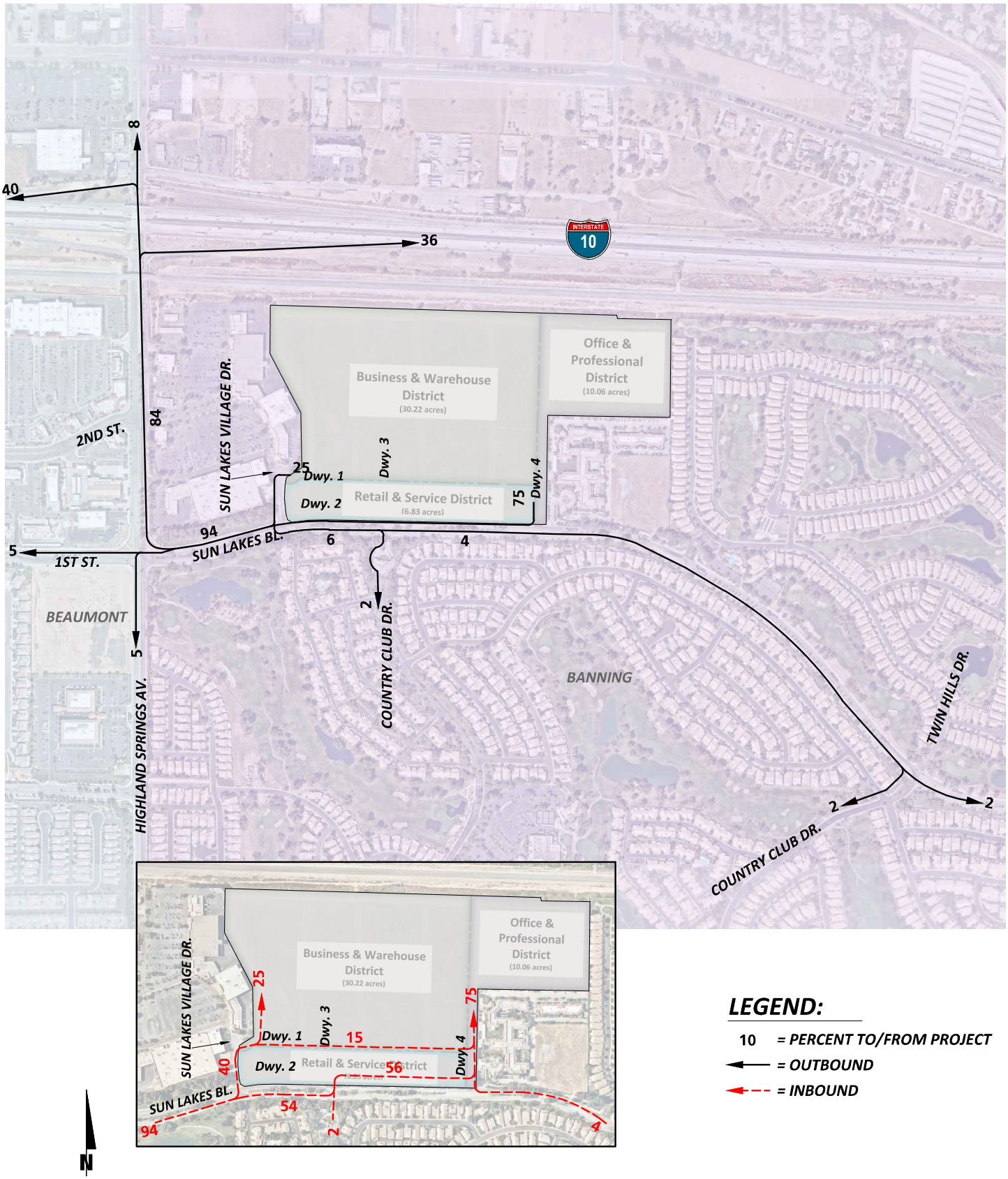
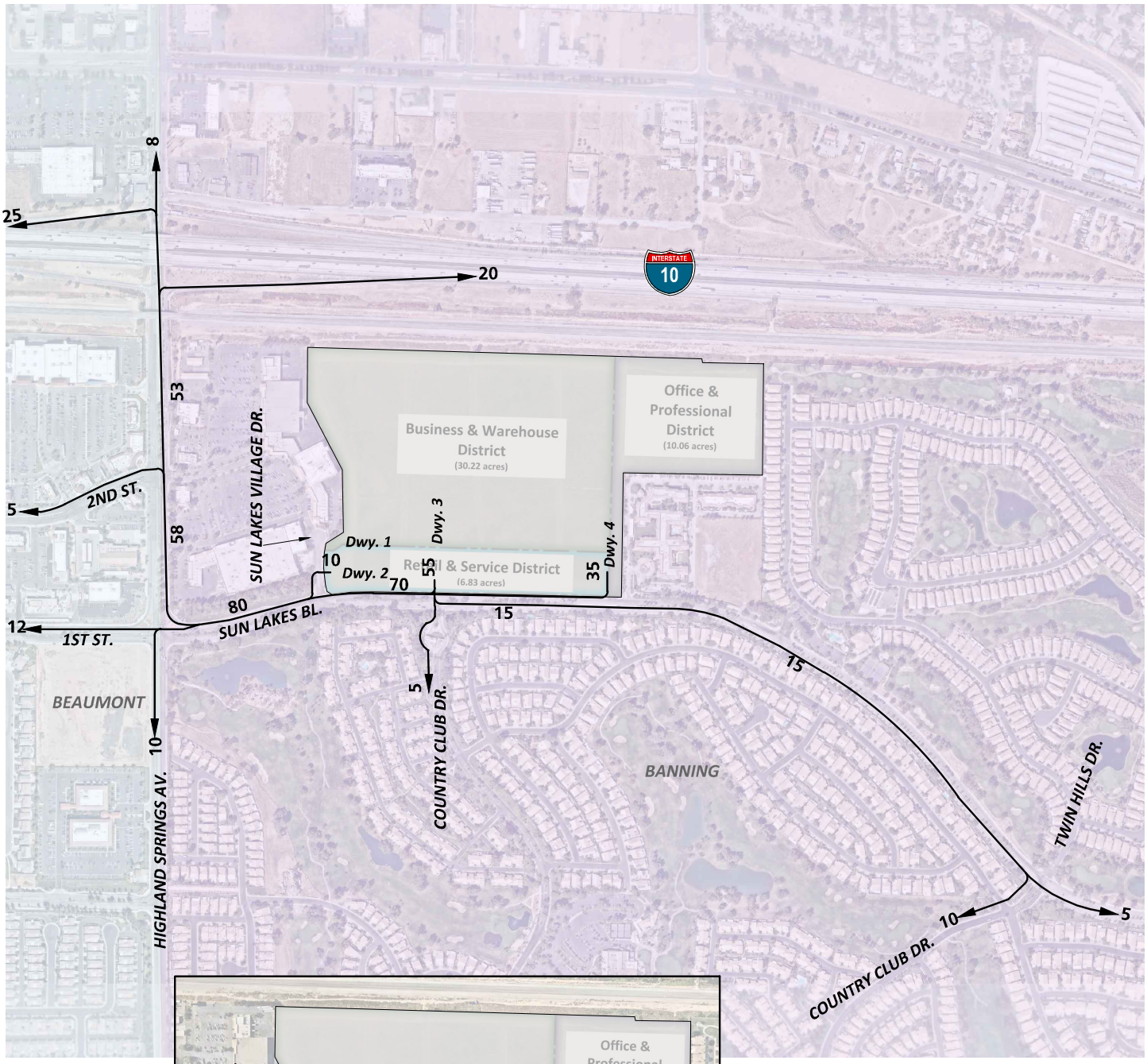
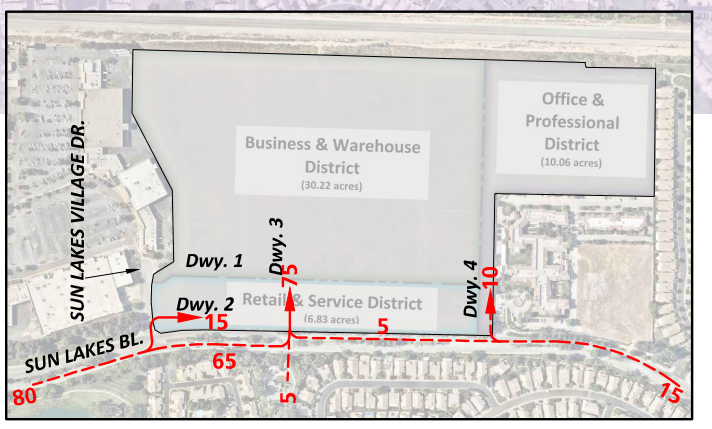


EXHIBIT 4-3: PROJECT (RETAIL/MEDICAL OFFICE) NEAR-TERM TRIP DISTRIBUTION





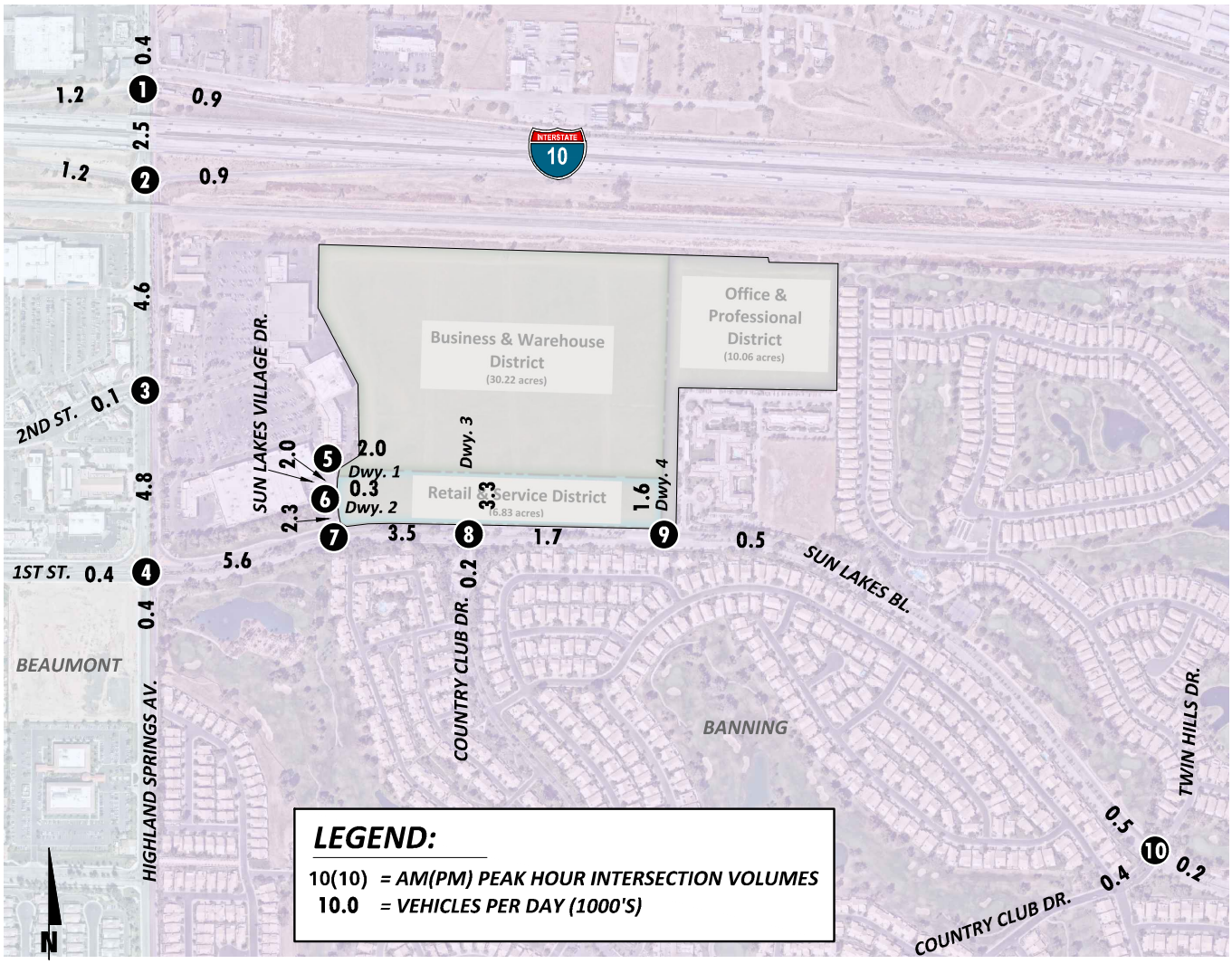
LEGEND:

10 = PERCENT TO/FROM PROJECT
= OUTBOUND
= INBOUND

N

12927 - trip.dwg

EXHIBIT 4-7: PROJECT (NEAR-TERM) ONLY TRAFFIC VOLUMES (IN PCE)



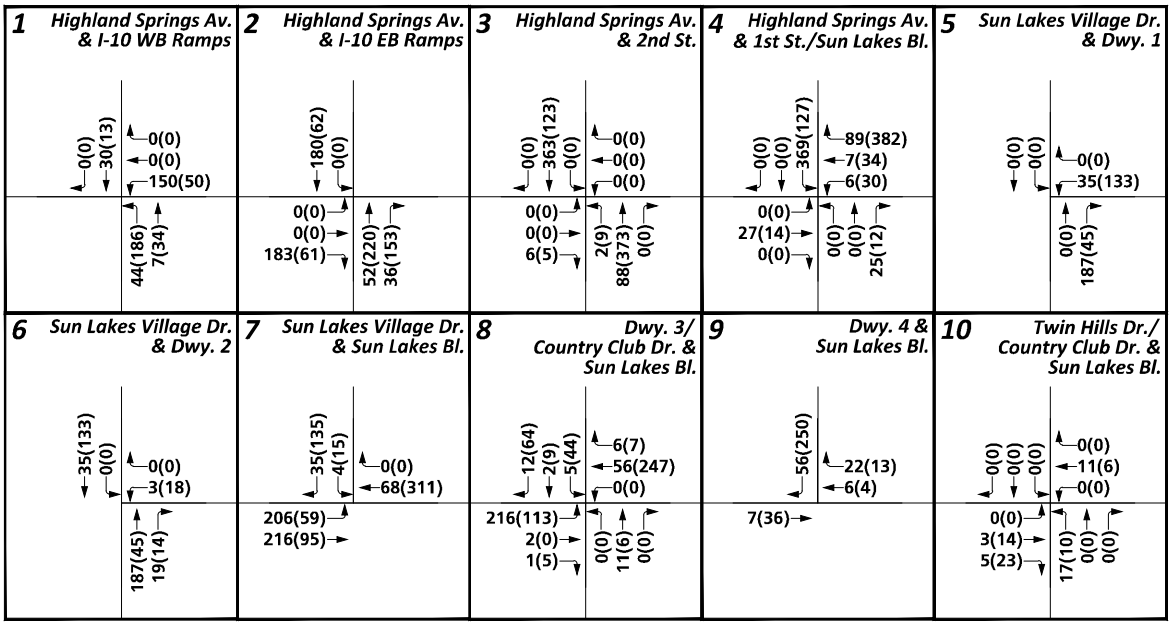
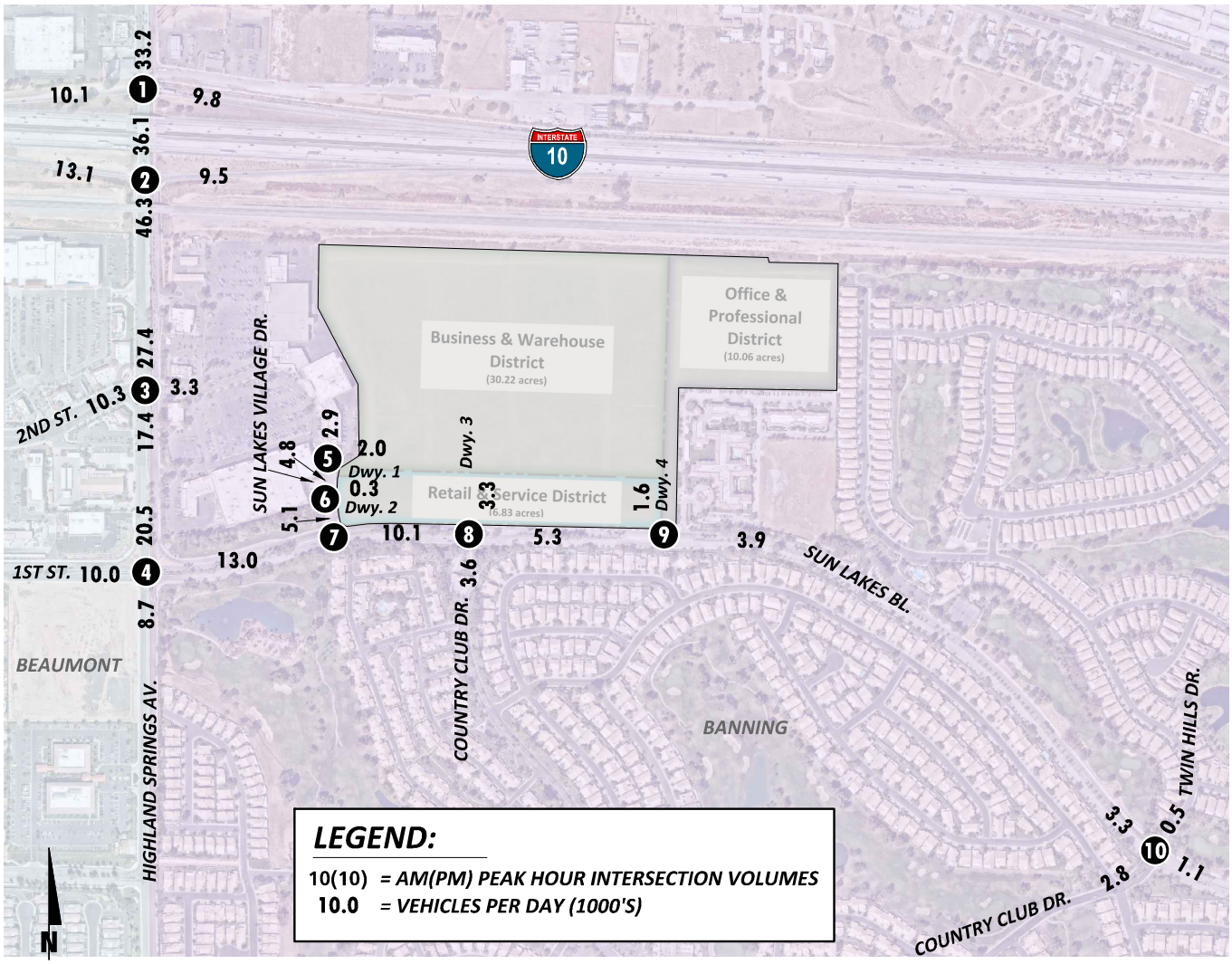


EXHIBIT 5-1: E+P TRAFFIC VOLUMES (IN PCE)



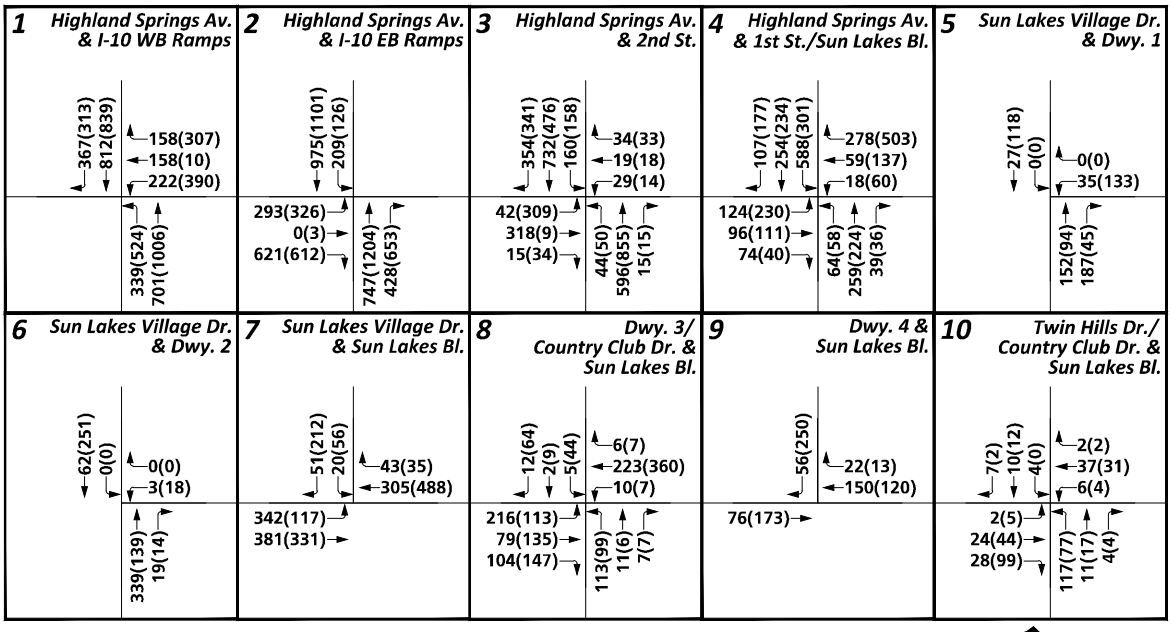


Table 5-1

Intersection Analysis for E+P Conditions

#	Intersection	Traffic Control[2]	Existing (2020)				E+P				Acceptable LOS[3]
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service		
			AM	PM	AM	PM	AM	PM	AM	PM	
1	Highland Springs Av. & I-10 WB Ramps	TS	23.5	31.5	C	C	34.8	42.0	C	D	D
2	Highland Springs Av. & I-10 EB Ramps	TS	23.4	21.5	C	C	34.6	26.2	C	C	D
3	Highland Springs Av. & 2nd St.	TS	23.4	19.5	C	B	24.8	20.8	C	C	C
4	Highland Springs Av. & 1st St./Sun Lakes Bl.	TS	25.1	15.4	C	B	34.5	18.4	C	B	C
5	Sun Lakes Village Dr. & Dwy. 1	**CSS**	Future Intersection				10.4	11.1	B	B	C
6	Sun Lakes Village Dr. & Dwy. 2	**CSS**	Future Intersection				11.3	11.4	B	B	C
7	Sun Lakes Village Dr. & Sun Lakes Bl.	CSS	12.1	10.5	B	B	16.7	15.7	C	C	C
8	Dwy. 3/Country Club Dr. & Sun Lakes Bl.	AWS/**TS**[4]	8.7	8.2	A	A	17.3	19.0	B	B	C
9	Dwy. 4 & Sun Lakes Bl.	**CSS**	Future Intersection				9.0	10.1	A	B	C
10	Twin Hills Dr./Country Club Dr. & Sun Lakes Bl.	AWS	8.6	8.0	A	A	8.8	8.2	A	A	C

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

[2] CSS = Cross-street Stop; AWS = All-way Stop; TS = Traffic Signal; **CSS** = Improvement

[3] Minimum acceptable LOS for each applicable jurisdiction.

[4] The Project will construct a traffic signal as part of the Project design features.

Table 7-1

Project Fair Share Calculations

#	Intersection		Existing	Project	2040 With Project	Total New Traffic	Project Fair Share[1]
1	Highland Springs Av. & I-10 WB Ramps						
		AM:	2,525	212	3,709	1,184	17.9%
		PM:	3,106	276	4,337	1,231	**22.4%**
2	Highland Springs Av. & I-10 EB Ramps						
		AM:	2,821	427	4,429	1,608	26.6%
		PM:	3,530	469	5,118	1,588	**29.5%**
3	Highland Springs Av. & 2nd St.						
		AM:	1,899	435	3,463	1,564	27.8%
		PM:	1,801	483	3,271	1,470	**32.9%**
4	Highland Springs Av. & 1st St./Sun Lakes Bl.						
		AM:	1,437	500	3,731	2,294	**21.8%**
		PM:	1,511	573	4,401	2,890	19.8%
7	Sun Lakes Village Dr. & Sun Lakes Bl.						
		AM:	613	508	2,099	1,486	**34.2%**
		PM:	624	602	2,889	2,265	26.6%
10	Twin Hills Dr./Country Club Dr. & Sun Lakes Bl.						
		AM:	216	59	1,098	882	**6.7%**
		PM:	245	80	2,326	2,081	3.8%

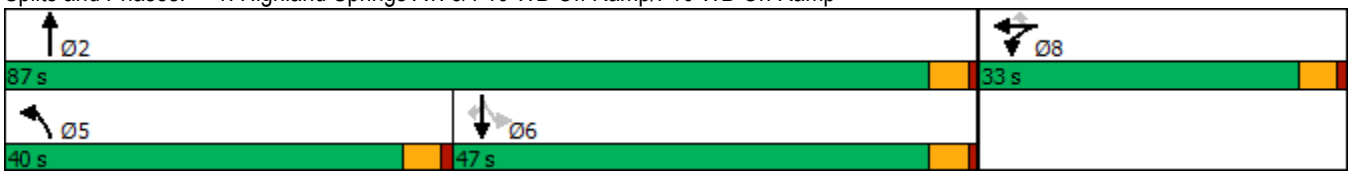
* Highest deficient peak hour represented in **BOLD** and shown on Table 1-2.

ATTACHMENT B:
E+P CONDITIONS INTERSECTION ANALYSIS WORKSHEETS

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	36	158	309	696	787	367
Future Volume (vph)	36	158	309	696	787	367
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8		5	2	6	
Permitted Phases		8				6
Detector Phase	8	8	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	33.0	33.0	40.0	87.0	47.0	47.0
Total Split (%)	27.5%	27.5%	33.3%	72.5%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 113.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Highland Springs Av. & I-10 WB Off Ramp/I-10 WB On Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	222	36	158	309	696	0	0	787	367
Future Volume (veh/h)	0	0	0	222	36	158	309	696	0	0	787	367
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h				244	40	174	340	765	0	0	865	403
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				285	47	293	378	2662	0	64	1764	775
Arrive On Green				0.18	0.18	0.18	0.21	0.74	0.00	0.00	0.49	0.49
Sat Flow, veh/h				1565	257	1610	1810	3705	0	713	3610	1586
Grp Volume(v), veh/h				284	0	174	340	765	0	0	865	403
Grp Sat Flow(s),veh/h/ln				1822	0	1610	1810	1805	0	713	1805	1586
Q Serve(g_s), s				16.9	0.0	11.1	20.5	7.9	0.0	0.0	18.0	19.5
Cycle Q Clear(g_c), s				16.9	0.0	11.1	20.5	7.9	0.0	0.0	18.0	19.5
Prop In Lane				0.86		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h				332	0	293	378	2662	0	64	1764	775
V/C Ratio(X)				0.86	0.00	0.59	0.90	0.29	0.00	0.00	0.49	0.52
Avail Cap(c_a), veh/h				464	0	410	574	2662	0	64	1764	775
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				44.3	0.0	42.0	43.1	4.9	0.0	0.0	19.2	19.6
Incr Delay (d2), s/veh				10.8	0.0	1.9	12.2	0.3	0.0	0.0	1.0	2.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.3	0.0	4.4	10.4	2.7	0.0	0.0	7.6	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.1	0.0	43.9	55.4	5.2	0.0	0.0	20.2	22.1
LnGrp LOS				E	A	D	E	A	A	A	C	C
Approach Vol, veh/h					458			1105			1268	
Approach Delay, s/veh					50.9			20.6			20.8	
Approach LOS					D			C			C	

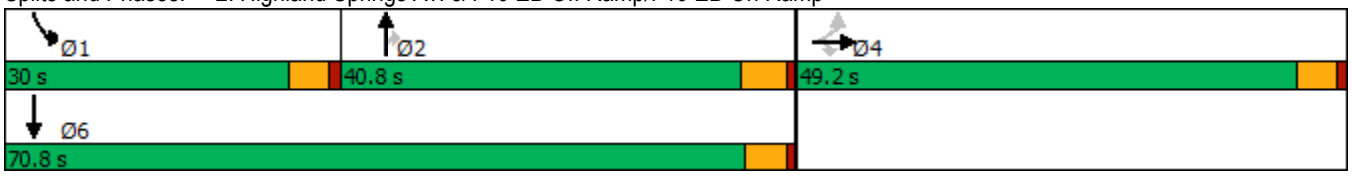
Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	87.0		27.8	59.2		24.9
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	82.5		35.5	42.5		28.5
Max Q Clear Time (g_c+I1), s	9.9		22.5	21.5		18.9
Green Ext Time (p_c), s	6.5		0.9	8.0		1.5

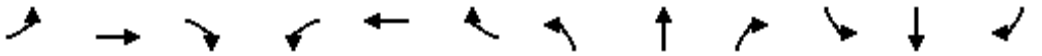
Intersection Summary		
HCM 6th Ctrl Delay		25.6
HCM 6th LOS		C

Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	473	711	402	209	828
Future Volume (vph)	0	473	711	402	209	828
Turn Type	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	21.7	21.7	23.1	23.1	9.6	22.7
Total Split (s)	49.2	49.2	40.8	40.8	30.0	70.8
Total Split (%)	41.0%	41.0%	34.0%	34.0%	25.0%	59.0%
Yellow Time (s)	3.7	3.7	4.1	4.1	3.6	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.7	5.1	5.1	4.6	4.7
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 110.7
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Highland Springs Av. & I-10 EB Off Ramp/I-10 EB On Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	0	473	0	0	0	0	711	402	209	828	0
Future Volume (veh/h)	293	0	473	0	0	0	0	711	402	209	828	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	322	0	394				0	781	333	230	910	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	508	0	452				0	1579	703	263	2262	0
Arrive On Green	0.28	0.00	0.28				0.00	0.44	0.44	0.15	0.63	0.00
Sat Flow, veh/h	1810	0	1610				0	3705	1607	1810	3705	0
Grp Volume(v), veh/h	322	0	394				0	781	333	230	910	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1607	1810	1805	0
Q Serve(g_s), s	16.4	0.0	24.6				0.0	16.4	15.5	13.1	13.3	0.0
Cycle Q Clear(g_c), s	16.4	0.0	24.6				0.0	16.4	15.5	13.1	13.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	508	0	452				0	1579	703	263	2262	0
V/C Ratio(X)	0.63	0.00	0.87				0.00	0.49	0.47	0.87	0.40	0.00
Avail Cap(c_a), veh/h	763	0	679				0	1579	703	436	2262	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.2	0.0	36.2				0.0	21.3	21.0	44.1	9.8	0.0
Incr Delay (d2), s/veh	1.3	0.0	8.2				0.0	1.1	2.3	5.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	10.2				0.0	6.9	6.1	6.3	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	0.0	44.3				0.0	22.4	23.3	49.8	10.4	0.0
LnGrp LOS	C	A	D				A	C	C	D	B	A
Approach Vol, veh/h		716						1114			1140	
Approach Delay, s/veh		39.9						22.7			18.3	
Approach LOS		D						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	19.9	51.3		34.3		71.2
Change Period (Y+Rc), s	4.6	5.1		* 4.7		* 5.1
Max Green Setting (Gmax), s	25.4	35.7		* 45		* 66
Max Q Clear Time (g_c+I1), s	15.1	18.4		26.6		15.3
Green Ext Time (p_c), s	0.2	6.1		3.0		8.2

Intersection Summary	
HCM 6th Ctrl Delay	25.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

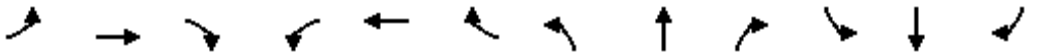
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	42	318	29	19	43	534	160	437
Future Volume (vph)	42	318	29	19	43	534	160	437
Turn Type	Split	NA	Split	NA	Prot	NA	Prot	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases								
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	40.1	40.1	36.1	36.1	9.6	23.1	9.6	32.1
Total Split (s)	40.1	40.1	36.1	36.1	10.4	23.5	20.3	33.4
Total Split (%)	33.4%	33.4%	30.1%	30.1%	8.7%	19.6%	16.9%	27.8%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.1	5.1	5.1	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 78.8
Natural Cycle: 120
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Highland Springs Av. & 2nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	318	10	29	19	34	43	534	15	160	437	354
Future Volume (veh/h)	42	318	10	29	19	34	43	534	15	160	437	354
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	353	9	32	21	29	48	593	13	178	486	293
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	890	454	12	220	88	121	82	993	22	224	929	433
Arrive On Green	0.25	0.25	0.25	0.12	0.12	0.12	0.05	0.19	0.19	0.12	0.27	0.27
Sat Flow, veh/h	3619	1845	47	1810	723	998	1810	5223	114	1810	3458	1610
Grp Volume(v), veh/h	47	0	362	32	0	50	48	392	214	178	486	293
Grp Sat Flow(s),veh/h/ln	1810	0	1892	1810	0	1720	1810	1729	1879	1810	1729	1610
Q Serve(g_s), s	0.6	0.0	11.1	1.0	0.0	1.6	1.6	6.5	6.5	6.0	7.5	10.2
Cycle Q Clear(g_c), s	0.6	0.0	11.1	1.0	0.0	1.6	1.6	6.5	6.5	6.0	7.5	10.2
Prop In Lane	1.00		0.02	1.00		0.58	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	890	0	465	220	0	209	82	657	357	224	929	433
V/C Ratio(X)	0.05	0.00	0.78	0.15	0.00	0.24	0.59	0.60	0.60	0.79	0.52	0.68
Avail Cap(c_a), veh/h	2028	0	1060	898	0	854	168	1019	554	455	1567	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	22.0	24.5	0.0	24.8	29.2	23.1	23.1	26.6	19.4	20.4
Incr Delay (d2), s/veh	0.0	0.0	2.8	0.3	0.0	0.6	2.5	0.9	1.6	2.4	0.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.8	0.4	0.0	0.7	0.7	2.5	2.8	2.5	2.8	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	0.0	24.8	24.8	0.0	25.4	31.7	24.0	24.7	29.0	19.9	22.3
LnGrp LOS	B	A	C	C	A	C	C	C	C	C	B	C
Approach Vol, veh/h		409			82			654			957	
Approach Delay, s/veh		24.0			25.2			24.8			22.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	17.0		20.5	7.4	21.9		12.7				
Change Period (Y+Rc), s	4.6	5.1		5.1	4.6	5.1		5.1				
Max Green Setting (Gmax), s	15.7	18.4		35.0	5.8	28.3		31.0				
Max Q Clear Time (g_c+I1), s	8.0	8.5		13.1	3.6	12.2		3.6				
Green Ext Time (p_c), s	0.1	2.6		2.2	0.0	4.6		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		23.5	
HCM 6th LOS		C	

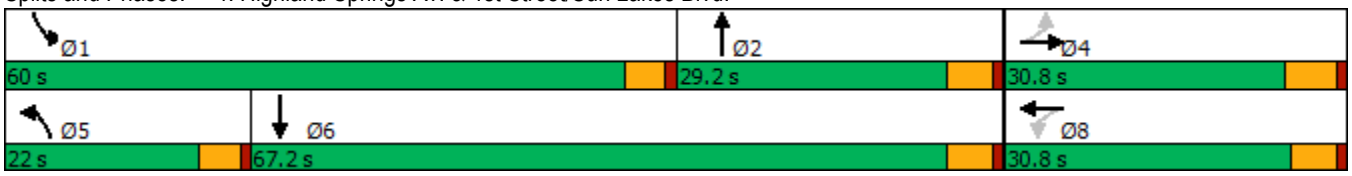
Notes

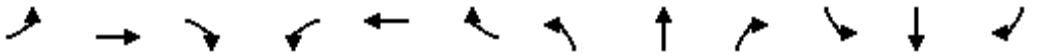
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	124	74	14	55	216	64	259	288	254	107
Future Volume (vph)	124	74	14	55	216	64	259	288	254	107
Turn Type	Perm	NA	Perm	NA	Free	Prot	NA	Prot	NA	Free
Protected Phases		4		8		5	2	1	6	
Permitted Phases	4		8		Free					Free
Detector Phase	4	4	8	8		5	2	1	6	
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0		5.0	10.0	5.0	10.0	
Minimum Split (s)	30.8	30.8	27.1	27.1		9.6	29.1	9.6	28.1	
Total Split (s)	30.8	30.8	30.8	30.8		22.0	29.2	60.0	67.2	
Total Split (%)	25.7%	25.7%	25.7%	25.7%		18.3%	24.3%	50.0%	56.0%	
Yellow Time (s)	4.8	4.8	4.1	4.1		3.6	4.1	3.6	4.1	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	5.8	5.1	5.1		4.6	5.1	4.6	5.1	
Lead/Lag						Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None		None	Max	None	Max	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 101.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Highland Springs Av. & 1st Street/Sun Lakes Blvd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	74	74	14	55	216	64	259	19	288	254	107
Future Volume (veh/h)	124	74	74	14	55	216	64	259	19	288	254	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	89	65	17	66	0	77	312	11	347	306	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	255	341	229	228	313		100	1662	58	384	2253	
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.00	0.06	0.47	0.47	0.21	0.62	0.00
Sat Flow, veh/h	1357	2068	1387	1252	1900	1610	1810	3557	125	1810	3610	1610
Grp Volume(v), veh/h	149	77	77	17	66	0	77	158	165	347	306	0
Grp Sat Flow(s),veh/h/ln	1357	1805	1650	1252	1900	1610	1810	1805	1877	1810	1805	1610
Q Serve(g_s), s	10.6	3.7	4.1	1.2	3.0	0.0	4.2	5.1	5.1	18.6	3.5	0.0
Cycle Q Clear(g_c), s	13.6	3.7	4.1	5.3	3.0	0.0	4.2	5.1	5.1	18.6	3.5	0.0
Prop In Lane	1.00		0.84	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	255	298	272	228	313		100	843	877	384	2253	
V/C Ratio(X)	0.58	0.26	0.28	0.07	0.21		0.77	0.19	0.19	0.90	0.14	
Avail Cap(c_a), veh/h	372	453	415	344	491		316	843	877	1007	2253	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.8	36.2	36.4	38.7	35.9	0.0	46.4	15.5	15.5	38.2	7.7	0.0
Incr Delay (d2), s/veh	2.1	0.5	0.6	0.1	0.3	0.0	4.7	0.5	0.5	3.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	1.6	1.6	0.4	1.4	0.0	2.0	2.1	2.2	8.4	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	36.7	37.0	38.8	36.3	0.0	51.1	16.0	16.0	41.5	7.8	0.0
LnGrp LOS	D	D	D	D	D		D	B	B	D	A	
Approach Vol, veh/h		303			83	A		400			653	A
Approach Delay, s/veh		40.3			36.8			22.7			25.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.7	51.6		22.2	10.1	67.2		22.2				
Change Period (Y+Rc), s	4.6	5.1		5.8	4.6	5.1		* 5.8				
Max Green Setting (Gmax), s	55.4	24.1		25.0	17.4	62.1		* 26				
Max Q Clear Time (g_c+I1), s	20.6	7.1		15.6	6.2	5.5		7.3				
Green Ext Time (p_c), s	0.5	1.6		0.8	0.1	2.1		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		28.6	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	0	152	40	0	27
Future Vol, veh/h	16	0	152	40	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	0	165	43	0	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	194	165	0	0	208	0
Stage 1	165	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	799	885	-	-	1375	-
Stage 1	869	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	799	885	-	-	1375	-
Mov Cap-2 Maneuver	799	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	999	-	-	-	-	-

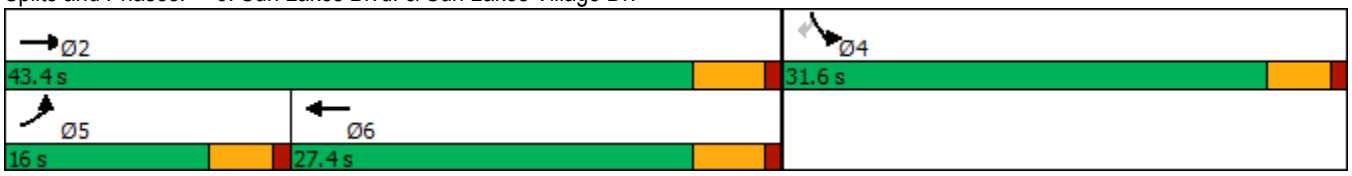
Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

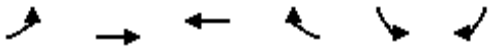
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	799	1375	-
HCM Lane V/C Ratio	-	-	0.022	-	-
HCM Control Delay (s)	-	-	9.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	176	204	252	16	32
Future Volume (vph)	176	204	252	16	32
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.0	27.0	31.6	31.6
Total Split (s)	16.0	43.4	27.4	31.6	31.6
Total Split (%)	21.3%	57.9%	36.5%	42.1%	42.1%
Yellow Time (s)	3.6	4.0	4.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.0	5.0	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	Min	Min

Intersection Summary
Cycle Length: 75
Actuated Cycle Length: 50.5
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Sun Lakes Blvd. & Sun Lakes Village Dr.





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	176	204	252	43	16	32
Future Volume (veh/h)	176	204	252	43	16	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	229	265	327	56	21	42
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	291	2692	757	128	444	395
Arrive On Green	0.16	0.52	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	5358	3183	523	1810	1610
Grp Volume(v), veh/h	229	265	190	193	21	42
Grp Sat Flow(s),veh/h/ln	1810	1729	1805	1806	1810	1610
Q Serve(g_s), s	5.0	1.1	3.6	3.7	0.4	0.8
Cycle Q Clear(g_c), s	5.0	1.1	3.6	3.7	0.4	0.8
Prop In Lane	1.00			0.29	1.00	1.00
Lane Grp Cap(c), veh/h	291	2692	443	443	444	395
V/C Ratio(X)	0.79	0.10	0.43	0.44	0.05	0.11
Avail Cap(c_a), veh/h	506	4887	992	993	1199	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	5.0	13.0	13.0	11.7	11.9
Incr Delay (d2), s/veh	1.8	0.0	0.7	0.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.2	1.2	1.3	0.1	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.2	5.0	13.6	13.7	11.8	12.0
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		494	383		63	
Approach Delay, s/veh		11.1	13.7		11.9	
Approach LOS		B	B		B	

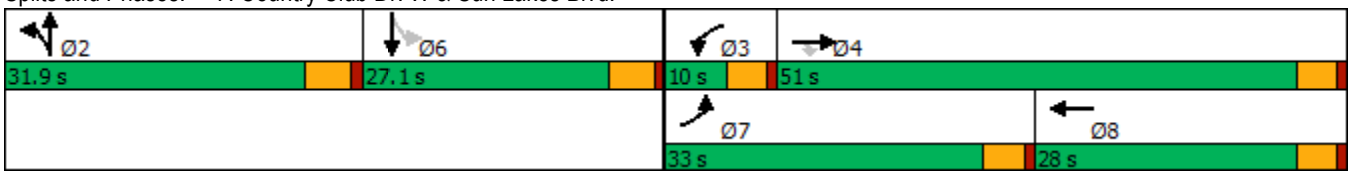
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.2		14.6	11.2	15.0
Change Period (Y+Rc), s		5.0		4.6	4.6	5.0
Max Green Setting (Gmax), s		38.4		27.0	11.4	22.4
Max Q Clear Time (g_c+I1), s		3.1		2.8	7.0	5.7
Green Ext Time (p_c), s		1.8		0.1	0.1	1.9

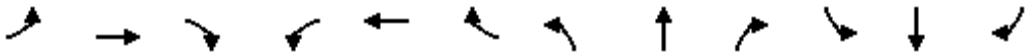
Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	100	16	103	10	114	113	2	64	1
Future Volume (vph)	100	16	103	10	114	113	2	64	1
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	7	4		3	8	2	2		6
Permitted Phases			4					6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.7	26.7	9.6	26.7	27.1	27.1	27.1	27.1
Total Split (s)	33.0	51.0	51.0	10.0	28.0	31.9	31.9	27.1	27.1
Total Split (%)	27.5%	42.5%	42.5%	8.3%	23.3%	26.6%	26.6%	22.6%	22.6%
Yellow Time (s)	3.6	3.7	3.7	3.6	3.7	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	4.7	4.7	4.6	4.7	5.1	5.1		5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 64.9
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Country Club Dr. W & Sun Lakes Blvd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	16	103	10	114	62	113	2	7	64	1	68
Future Volume (veh/h)	100	16	103	10	114	62	113	2	7	64	1	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	22	139	14	154	67	153	2	9	70	1	74
Peak Hour Factor	0.92	0.74	0.74	0.74	0.74	0.92	0.74	0.92	0.74	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	487	826	32	484	202	318	53	238	140	2	148
Arrive On Green	0.08	0.26	0.26	0.02	0.19	0.19	0.18	0.18	0.18	0.17	0.17	0.17
Sat Flow, veh/h	1810	1900	3220	1810	2484	1035	1810	301	1355	822	12	869
Grp Volume(v), veh/h	109	22	139	14	110	111	153	0	11	145	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1714	1810	0	1656	1703	0	0
Q Serve(g_s), s	3.0	0.4	1.7	0.4	2.7	2.9	3.9	0.0	0.3	4.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.4	1.7	0.4	2.7	2.9	3.9	0.0	0.3	4.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.82	0.48		0.51
Lane Grp Cap(c), veh/h	143	487	826	32	352	334	318	0	291	290	0	0
V/C Ratio(X)	0.76	0.05	0.17	0.44	0.31	0.33	0.48	0.00	0.04	0.50	0.00	0.00
Avail Cap(c_a), veh/h	1001	1714	2904	190	819	778	945	0	865	730	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.2	14.4	14.8	25.0	17.7	17.8	19.0	0.0	17.5	19.3	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.0	0.1	3.5	0.5	0.6	1.1	0.0	0.1	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.2	0.6	0.2	1.0	1.0	1.6	0.0	0.1	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	14.4	14.9	28.5	18.2	18.4	20.2	0.0	17.6	20.7	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	A
Approach Vol, veh/h		270			235			164			145	
Approach Delay, s/veh		19.5			18.9			20.0			20.7	
Approach LOS		B			B			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.1	5.5	17.9		13.8	8.7	14.7				
Change Period (Y+Rc), s		5.1	4.6	* 4.7		5.1	4.6	* 4.7				
Max Green Setting (Gmax), s		26.8	5.4	* 46		22.0	28.4	* 23				
Max Q Clear Time (g_c+I1), s		5.9	2.4	3.7		6.0	5.0	4.9				
Green Ext Time (p_c), s		0.4	0.0	0.7		0.7	0.1	1.1				

Intersection Summary		
HCM 6th Ctrl Delay		19.6
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	72	145	4	0	8
Future Vol, veh/h	0	72	145	4	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	78	158	4	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	162	0	-	0	199	81
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	39	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1429	-	-	-	777	969
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1429	-	-	-	777	969
Mov Cap-2 Maneuver	-	-	-	-	762	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1429	-	-	-	969
HCM Lane V/C Ratio	-	-	-	-	0.009
HCM Control Delay (s)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	22	25	6	28	2	104	11	4	4	10	7
Future Vol, veh/h	2	22	25	6	28	2	104	11	4	4	10	7
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	29	33	8	37	3	139	15	5	5	13	9
Number of Lanes	1	2	0	1	2	0	1	1	0	0	1	0

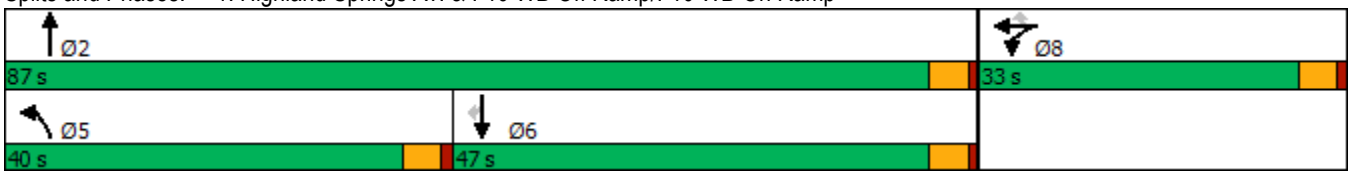
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	3
HCM Control Delay	7.8	8.1	9.2	7.9
HCM LOS	A	A	A	A

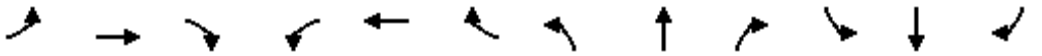
Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	19%
Vol Thru, %	0%	73%	0%	100%	23%	0%	100%	82%	48%
Vol Right, %	0%	27%	0%	0%	77%	0%	0%	18%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	15	2	15	32	6	19	11	21
LT Vol	104	0	2	0	0	6	0	0	4
Through Vol	0	11	0	15	7	0	19	9	10
RT Vol	0	4	0	0	25	0	0	2	7
Lane Flow Rate	139	20	3	20	43	8	25	15	28
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.206	0.026	0.004	0.028	0.055	0.013	0.036	0.021	0.039
Departure Headway (Hd)	5.347	4.661	5.669	5.166	4.622	5.694	5.191	5.067	4.995
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	673	770	633	694	776	630	691	708	718
Service Time	3.065	2.379	3.389	2.886	2.342	3.415	2.912	2.788	2.718
HCM Lane V/C Ratio	0.207	0.026	0.005	0.029	0.055	0.013	0.036	0.021	0.039
HCM Control Delay	9.5	7.5	8.4	8	7.6	8.5	8.1	7.9	7.9
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.8	0.1	0	0.1	0.2	0	0.1	0.1	0.1

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	307	389	982	834	313
Future Volume (vph)	10	307	389	982	834	313
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8		5	2	6	
Permitted Phases		8				6
Detector Phase	8	8	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	33.0	33.0	40.0	87.0	47.0	47.0
Total Split (%)	27.5%	27.5%	33.3%	72.5%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 119
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Highland Springs Av. & I-10 WB Off Ramp/I-10 WB On Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	369	10	307	389	982	0	0	834	313
Future Volume (veh/h)	0	0	0	369	10	307	389	982	0	0	834	313
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				380	10	316	401	1012	0	0	860	323
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				409	11	373	434	2500	0	0	1497	657
Arrive On Green				0.23	0.23	0.23	0.24	0.69	0.00	0.00	0.41	0.41
Sat Flow, veh/h				1765	46	1610	1810	3705	0	0	3705	1585
Grp Volume(v), veh/h				390	0	316	401	1012	0	0	860	323
Grp Sat Flow(s),veh/h/ln				1812	0	1610	1810	1805	0	0	1805	1585
Q Serve(g_s), s				25.1	0.0	22.3	25.8	14.3	0.0	0.0	21.8	17.8
Cycle Q Clear(g_c), s				25.1	0.0	22.3	25.8	14.3	0.0	0.0	21.8	17.8
Prop In Lane				0.97		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				420	0	373	434	2500	0	0	1497	657
V/C Ratio(X)				0.93	0.00	0.85	0.92	0.40	0.00	0.00	0.57	0.49
Avail Cap(c_a), veh/h				433	0	385	539	2500	0	0	1497	657
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				44.8	0.0	43.7	44.2	7.8	0.0	0.0	26.8	25.6
Incr Delay (d2), s/veh				25.9	0.0	15.6	19.2	0.5	0.0	0.0	1.6	2.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				13.9	0.0	10.2	13.8	5.3	0.0	0.0	9.6	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				70.7	0.0	59.3	63.4	8.3	0.0	0.0	28.4	28.2
LnGrp LOS				E	A	E	E	A	A	A	C	C
Approach Vol, veh/h					706			1413			1183	
Approach Delay, s/veh					65.6			23.9			28.4	
Approach LOS					E			C			C	

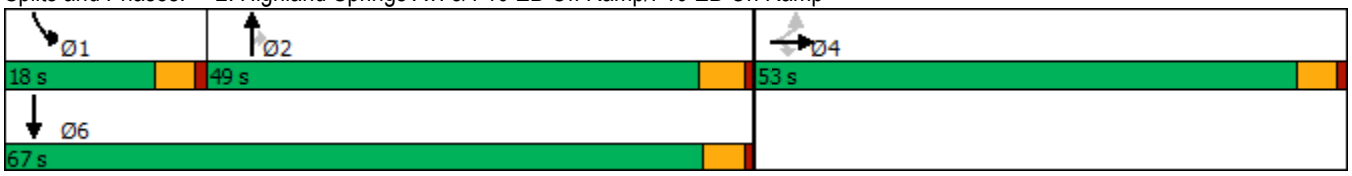
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		87.0			33.1	53.9		32.1				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		82.5			35.5	42.5		28.5				
Max Q Clear Time (g_c+I1), s		16.3			27.8	23.8		27.1				
Green Ext Time (p_c), s		9.7			0.8	7.2		0.5				

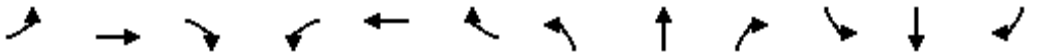
Intersection Summary												
HCM 6th Ctrl Delay			34.4									
HCM 6th LOS			C									

Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	588	1045	541	126	1076
Future Volume (vph)	3	588	1045	541	126	1076
Turn Type	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	21.7	21.7	23.1	23.1	9.6	22.7
Total Split (s)	53.0	53.0	49.0	49.0	18.0	67.0
Total Split (%)	44.2%	44.2%	40.8%	40.8%	15.0%	55.8%
Yellow Time (s)	3.7	3.7	4.1	4.1	3.6	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.7	5.1	5.1	4.6	4.7
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 116.3
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Highland Springs Av. & I-10 EB Off Ramp/I-10 EB On Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	3	588	0	0	0	0	1045	541	126	1076	0
Future Volume (veh/h)	326	3	588	0	0	0	0	1045	541	126	1076	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	340	3	416				0	1089	419	131	1121	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	533	5	478				0	1709	761	161	2193	0
Arrive On Green	0.30	0.30	0.30				0.00	0.47	0.47	0.09	0.61	0.00
Sat Flow, veh/h	1794	16	1610				0	3705	1607	1810	3705	0
Grp Volume(v), veh/h	343	0	416				0	1089	419	131	1121	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1607	1810	1805	0
Q Serve(g_s), s	16.9	0.0	25.1				0.0	23.3	19.0	7.3	18.1	0.0
Cycle Q Clear(g_c), s	16.9	0.0	25.1				0.0	23.3	19.0	7.3	18.1	0.0
Prop In Lane	0.99		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	538	0	478				0	1709	761	161	2193	0
V/C Ratio(X)	0.64	0.00	0.87				0.00	0.64	0.55	0.81	0.51	0.00
Avail Cap(c_a), veh/h	852	0	758				0	1709	761	236	2193	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.3	0.0	34.2				0.0	20.4	19.2	45.9	11.5	0.0
Incr Delay (d2), s/veh	1.3	0.0	6.6				0.0	1.8	2.9	8.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	10.1				0.0	9.7	7.4	3.6	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	0.0	40.8				0.0	22.2	22.1	53.9	12.3	0.0
LnGrp LOS	C	A	D				A	C	C	D	B	A
Approach Vol, veh/h		759						1508			1252	
Approach Delay, s/veh		37.0						22.2			16.7	
Approach LOS		D						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.7	53.7		35.2		67.4
Change Period (Y+Rc), s	4.6	5.1		* 4.7		* 5.1
Max Green Setting (Gmax), s	13.4	43.9		* 48		* 62
Max Q Clear Time (g_c+I1), s	9.3	25.3		27.1		20.1
Green Ext Time (p_c), s	0.1	9.1		3.4		10.8

Intersection Summary		
HCM 6th Ctrl Delay		23.4
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

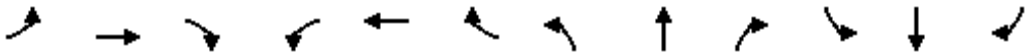
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	309	9	14	18	44	584	158	427
Future Volume (vph)	309	9	14	18	44	584	158	427
Turn Type	Split	NA	Split	NA	Prot	NA	Prot	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases								
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	40.1	40.1	36.1	36.1	9.6	23.1	9.6	32.1
Total Split (s)	40.1	40.1	36.1	36.1	10.3	23.5	20.3	33.5
Total Split (%)	33.4%	33.4%	30.1%	30.1%	8.6%	19.6%	16.9%	27.9%
Yellow Time (s)	4.1	4.1	4.1	4.1	3.6	4.1	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.1	5.1	5.1	4.6	5.1	4.6	5.1
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 66.1
Natural Cycle: 120
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Highland Springs Av. & 2nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	9	33	14	18	33	44	584	15	158	427	341
Future Volume (veh/h)	309	9	33	14	18	33	44	584	15	158	427	341
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	301	74	26	16	20	28	49	656	13	178	480	293
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	668	248	87	207	82	115	87	1084	21	228	984	458
Arrive On Green	0.18	0.18	0.18	0.11	0.11	0.11	0.05	0.21	0.21	0.13	0.28	0.28
Sat Flow, veh/h	3619	1343	472	1810	716	1003	1810	5236	104	1810	3458	1610
Grp Volume(v), veh/h	301	0	100	16	0	48	49	433	236	178	480	293
Grp Sat Flow(s),veh/h/ln	1810	0	1815	1810	0	1719	1810	1729	1881	1810	1729	1610
Q Serve(g_s), s	4.0	0.0	2.6	0.4	0.0	1.4	1.4	6.1	6.2	5.2	6.2	8.6
Cycle Q Clear(g_c), s	4.0	0.0	2.6	0.4	0.0	1.4	1.4	6.1	6.2	5.2	6.2	8.6
Prop In Lane	1.00		0.26	1.00		0.58	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	668	0	335	207	0	196	87	716	390	228	984	458
V/C Ratio(X)	0.45	0.00	0.30	0.08	0.00	0.24	0.56	0.60	0.61	0.78	0.49	0.64
Avail Cap(c_a), veh/h	2344	0	1176	1038	0	987	191	1178	641	526	1818	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	19.0	21.4	0.0	21.8	25.2	19.4	19.4	22.9	16.1	16.9
Incr Delay (d2), s/veh	0.5	0.0	0.5	0.2	0.0	0.6	2.1	0.8	1.5	2.2	0.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.0	0.2	0.0	0.5	0.6	2.3	2.5	2.1	2.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	19.5	21.5	0.0	22.4	27.3	20.2	21.0	25.1	16.4	18.4
LnGrp LOS	C	A	B	C	A	C	C	C	C	C	B	B
Approach Vol, veh/h		401			64			718			951	
Approach Delay, s/veh		19.9			22.2			21.0			18.7	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	16.3		15.1	7.2	20.5		11.3				
Change Period (Y+Rc), s	4.6	5.1		5.1	4.6	5.1		5.1				
Max Green Setting (Gmax), s	15.7	18.4		35.0	5.7	28.4		31.0				
Max Q Clear Time (g_c+I1), s	7.2	8.2		6.0	3.4	10.6		3.4				
Green Ext Time (p_c), s	0.1	3.0		1.6	0.0	4.8		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		19.8	
HCM 6th LOS		B	

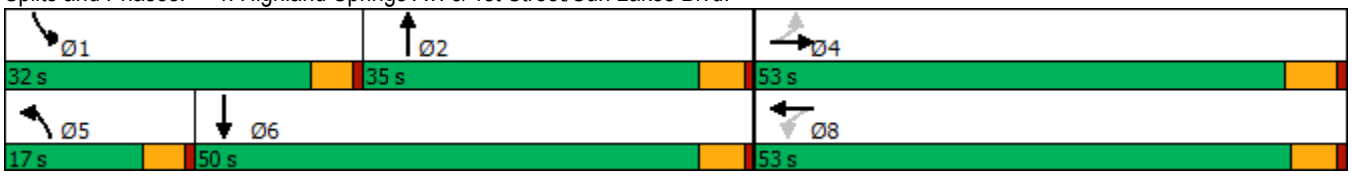
Notes

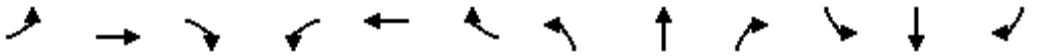
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	230	108	39	114	226	58	224	253	234	177
Future Volume (vph)	230	108	39	114	226	58	224	253	234	177
Turn Type	Perm	NA	Perm	NA	Free	Prot	NA	Prot	NA	Free
Protected Phases		4		8		5	2	1	6	
Permitted Phases	4		8		Free					Free
Detector Phase	4	4	8	8		5	2	1	6	
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0		5.0	10.0	5.0	10.0	
Minimum Split (s)	30.8	30.8	27.1	27.1		9.6	29.1	9.6	28.1	
Total Split (s)	53.0	53.0	53.0	53.0		17.0	35.0	32.0	50.0	
Total Split (%)	44.2%	44.2%	44.2%	44.2%		14.2%	29.2%	26.7%	41.7%	
Yellow Time (s)	4.8	4.8	4.1	4.1		3.6	4.1	3.6	4.1	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	5.8	5.1	5.1		4.6	5.1	4.6	5.1	
Lead/Lag						Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None		None	Min	None	Min	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 63.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Highland Springs Av. & 1st Street/Sun Lakes Blvd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	108	40	39	114	226	58	224	34	253	234	177
Future Volume (veh/h)	230	108	40	39	114	226	58	224	34	253	234	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	256	120	33	43	127	0	64	249	31	281	260	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	471	864	230	486	582		106	637	78	346	1191	
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.00	0.06	0.20	0.20	0.19	0.33	0.00
Sat Flow, veh/h	1284	2820	750	1254	1900	1610	1810	3235	398	1810	3610	1610
Grp Volume(v), veh/h	256	75	78	43	127	0	64	138	142	281	260	0
Grp Sat Flow(s),veh/h/ln	1284	1805	1765	1254	1900	1610	1810	1805	1828	1810	1805	1610
Q Serve(g_s), s	9.4	1.5	1.6	1.3	2.5	0.0	1.8	3.4	3.4	7.5	2.6	0.0
Cycle Q Clear(g_c), s	11.9	1.5	1.6	2.9	2.5	0.0	1.8	3.4	3.4	7.5	2.6	0.0
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	471	553	541	486	582		106	356	360	346	1191	
V/C Ratio(X)	0.54	0.14	0.14	0.09	0.22		0.60	0.39	0.40	0.81	0.22	
Avail Cap(c_a), veh/h	1271	1678	1641	1285	1793		442	1063	1077	977	3193	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.5	12.7	12.8	13.8	13.1	0.0	23.3	17.7	17.8	19.6	12.3	0.0
Incr Delay (d2), s/veh	1.0	0.1	0.1	0.1	0.2	0.0	2.1	0.7	0.7	1.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.5	0.5	0.3	0.9	0.0	0.7	1.3	1.3	2.9	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	12.9	12.9	13.9	13.3	0.0	25.4	18.4	18.5	21.4	12.4	0.0
LnGrp LOS	B	B	B	B	B		C	B	B	C	B	
Approach Vol, veh/h		409			170	A		344			541	A
Approach Delay, s/veh		16.4			13.4			19.7			17.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	15.1		21.4	7.6	21.8		21.4				
Change Period (Y+Rc), s	4.6	5.1		5.8	4.6	5.1		* 5.8				
Max Green Setting (Gmax), s	27.4	29.9		47.2	12.4	44.9		* 48				
Max Q Clear Time (g_c+I1), s	9.5	5.4		13.9	3.8	4.6		4.9				
Green Ext Time (p_c), s	0.4	1.5		1.6	0.0	1.7		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		17.1
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	0	94	33	0	118
Future Vol, veh/h	42	0	94	33	0	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	0	102	36	0	128

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	230	102	0	0	138	0
Stage 1	102	-	-	-	-	-
Stage 2	128	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	763	959	-	-	1458	-
Stage 1	927	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	763	959	-	-	1458	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	903	-	-	-	-	-

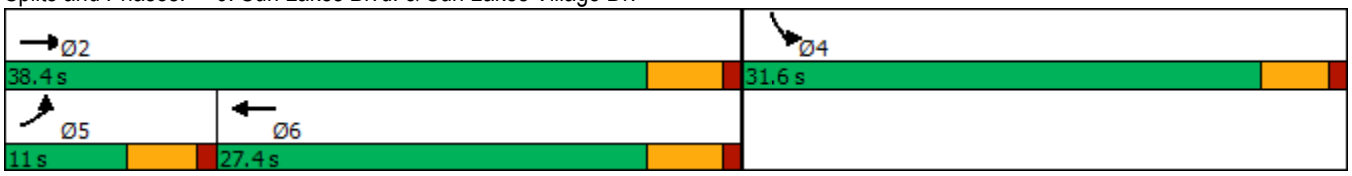
Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

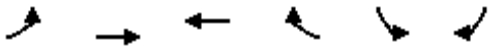
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	763	1458	-
HCM Lane V/C Ratio	-	-	0.06	-	-
HCM Control Delay (s)	-	-	10	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	91	302	264	44
Future Volume (vph)	91	302	264	44
Turn Type	Prot	NA	NA	Prot
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.0	27.0	31.6
Total Split (s)	11.0	38.4	27.4	31.6
Total Split (%)	15.7%	54.9%	39.1%	45.1%
Yellow Time (s)	3.6	4.0	4.0	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.0	5.0	4.6
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	None	None	Max

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 58
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Sun Lakes Blvd. & Sun Lakes Village Dr.





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	302	264	35	44	116
Future Volume (veh/h)	91	302	264	35	44	116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	311	272	36	45	120
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	125	1736	583	76	221	589
Arrive On Green	0.07	0.33	0.18	0.18	0.49	0.49
Sat Flow, veh/h	1810	5358	3304	420	450	1201
Grp Volume(v), veh/h	94	311	152	156	166	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1805	1824	1661	0
Q Serve(g_s), s	2.8	2.3	4.1	4.2	3.1	0.0
Cycle Q Clear(g_c), s	2.8	2.3	4.1	4.2	3.1	0.0
Prop In Lane	1.00			0.23	0.27	0.72
Lane Grp Cap(c), veh/h	125	1736	328	332	815	0
V/C Ratio(X)	0.75	0.18	0.46	0.47	0.20	0.00
Avail Cap(c_a), veh/h	211	3149	735	743	815	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.1	13.0	20.1	20.1	7.9	0.0
Incr Delay (d2), s/veh	3.4	0.0	1.0	1.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.8	1.7	1.7	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.5	13.0	21.1	21.2	8.5	0.0
LnGrp LOS	C	B	C	C	A	A
Approach Vol, veh/h		405	308		166	
Approach Delay, s/veh		16.6	21.2		8.5	
Approach LOS		B	C		A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		23.4		31.6	8.4	15.0
Change Period (Y+Rc), s		5.0		4.6	4.6	5.0
Max Green Setting (Gmax), s		33.4		27.0	6.4	22.4
Max Q Clear Time (g_c+I1), s		4.3		5.1	4.8	6.2
Green Ext Time (p_c), s		2.1		0.5	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

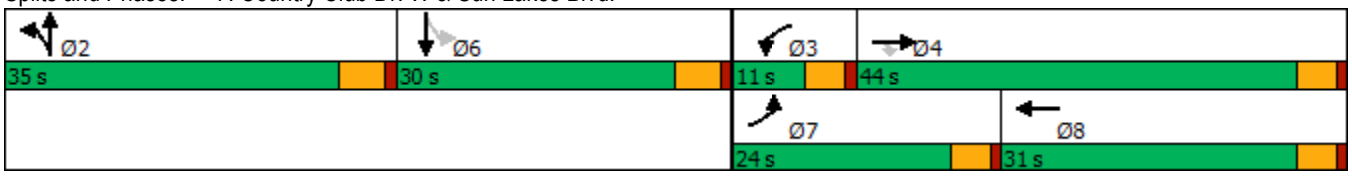
Notes

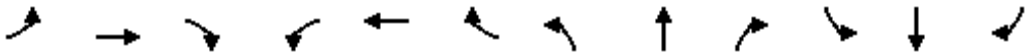
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	127	76	143	7	115	99	5	71	3
Future Volume (vph)	127	76	143	7	115	99	5	71	3
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	7	4		3	8	2	2		6
Permitted Phases			4					6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.7	26.7	9.6	26.7	27.1	27.1	27.1	27.1
Total Split (s)	24.0	44.0	44.0	11.0	31.0	35.0	35.0	30.0	30.0
Total Split (%)	20.0%	36.7%	36.7%	9.2%	25.8%	29.2%	29.2%	25.0%	25.0%
Yellow Time (s)	3.6	3.7	3.7	3.6	3.7	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	4.7	4.7	4.6	4.7	5.1	5.1		5.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	Min	None	Min	None	None	None	None

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 64.9
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Country Club Dr. W & Sun Lakes Blvd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	76	143	7	115	65	99	5	7	71	3	85
Future Volume (veh/h)	127	76	143	7	115	65	99	5	7	71	3	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	138	85	161	8	129	71	111	5	8	77	3	92
Peak Hour Factor	0.92	0.89	0.89	0.89	0.89	0.92	0.89	0.92	0.89	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	180	533	904	19	440	228	289	105	168	134	5	160
Arrive On Green	0.10	0.28	0.28	0.01	0.19	0.19	0.16	0.16	0.16	0.18	0.18	0.18
Sat Flow, veh/h	1810	1900	3220	1810	2297	1193	1810	658	1053	760	30	908
Grp Volume(v), veh/h	138	85	161	8	100	100	111	0	13	172	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1685	1810	0	1711	1698	0	0
Q Serve(g_s), s	3.9	1.8	2.0	0.2	2.5	2.7	2.9	0.0	0.3	4.9	0.0	0.0
Cycle Q Clear(g_c), s	3.9	1.8	2.0	0.2	2.5	2.7	2.9	0.0	0.3	4.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.71	1.00		0.62	0.45		0.53
Lane Grp Cap(c), veh/h	180	533	904	19	346	323	289	0	273	298	0	0
V/C Ratio(X)	0.77	0.16	0.18	0.42	0.29	0.31	0.38	0.00	0.05	0.58	0.00	0.00
Avail Cap(c_a), veh/h	672	1430	2423	222	909	849	1036	0	979	810	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.9	14.1	14.2	25.7	18.1	18.1	19.6	0.0	18.6	19.7	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.1	0.1	5.4	0.5	0.5	0.8	0.0	0.1	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.7	0.6	0.1	1.0	1.0	1.2	0.0	0.1	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	14.3	14.3	31.1	18.5	18.7	20.5	0.0	18.6	21.5	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	A
Approach Vol, veh/h		384			208			124			172	
Approach Delay, s/veh		18.3			19.1			20.3			21.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.4	5.1	19.4		14.3	9.8	14.7				
Change Period (Y+Rc), s		5.1	4.6	* 4.7		5.1	4.6	* 4.7				
Max Green Setting (Gmax), s		29.9	6.4	* 39		24.9	19.4	* 26				
Max Q Clear Time (g_c+I1), s		4.9	2.2	4.0		6.9	5.9	4.7				
Green Ext Time (p_c), s		0.3	0.0	1.1		0.9	0.1	1.0				

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	149	120	9	0	63
Future Vol, veh/h	0	149	120	9	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	162	130	10	0	68

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	140	0	-	0	216	70
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	81	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1456	-	-	-	758	985
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	939	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1456	-	-	-	758	985
Mov Cap-2 Maneuver	-	-	-	-	759	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	939	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1456	-	-	-	985
HCM Lane V/C Ratio	-	-	-	-	0.07
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	34	84	4	30	2	76	17	4	0	12	2
Future Vol, veh/h	5	34	84	4	30	2	76	17	4	0	12	2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	38	94	4	34	2	85	19	4	0	13	2
Number of Lanes	1	2	0	1	2	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	3
HCM Control Delay	7.8	8	8.7	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	81%	0%	100%	12%	0%	100%	83%	86%
Vol Right, %	0%	19%	0%	0%	88%	0%	0%	17%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	21	5	23	95	4	20	12	14
LT Vol	76	0	5	0	0	4	0	0	0
Through Vol	0	17	0	23	11	0	20	10	12
RT Vol	0	4	0	0	84	0	0	2	2
Lane Flow Rate	85	24	6	25	107	4	22	13	16
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.13	0.032	0.009	0.035	0.129	0.007	0.032	0.019	0.022
Departure Headway (Hd)	5.461	4.829	5.468	4.966	4.347	5.63	5.128	5.011	5.068
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	658	743	657	723	827	637	699	715	707
Service Time	3.18	2.547	3.184	2.682	2.063	3.353	2.851	2.734	2.793
HCM Lane V/C Ratio	0.129	0.032	0.009	0.035	0.129	0.006	0.031	0.018	0.023
HCM Control Delay	9	7.7	8.2	7.9	7.7	8.4	8	7.8	7.9
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0	0.1	0.4	0	0.1	0.1	0.1

ATTACHMENT C:
QUEUING ANALYSIS WORKSHEETS

Intersection: 5: Sun Lakes Village Dr. & Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	23
Average Queue (ft)	8
95th Queue (ft)	25
Link Distance (ft)	352
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Sun Lakes Blvd. & Sun Lakes Village Dr.

Movement	EB	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	TR	L	R
Maximum Queue (ft)	175	184	109	42	121	134	54	32
Average Queue (ft)	78	61	37	4	51	58	13	13
95th Queue (ft)	135	145	94	23	96	106	38	29
Link Distance (ft)		768	768	768	463	463	210	210
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150							
Storage Blk Time (%)	2	0						
Queuing Penalty (veh)	5	0						

Intersection: 8: Country Club Dr. W & Sun Lakes Blvd.

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	147	177	113	64	40	99	130	120	25	105	76
Average Queue (ft)	81	50	53	11	11	44	62	43	5	54	38
95th Queue (ft)	128	108	97	40	35	78	108	86	19	92	62
Link Distance (ft)		463	463	463		850	850	315	315	379	379
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100				150						
Storage Blk Time (%)	3	0									
Queuing Penalty (veh)	7	0									

Intersection: 9: Sun Lakes Blvd. & Driveway 4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	11
95th Queue (ft)	34
Link Distance (ft)	562
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 13

Intersection: 5: Sun Lakes Village Dr. & Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	15
95th Queue (ft)	34
Link Distance (ft)	245
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Sun Lakes Blvd. & Sun Lakes Village Dr.

Movement	EB	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	TR	L	R
Maximum Queue (ft)	160	144	102	41	304	304	72	117
Average Queue (ft)	72	58	42	5	204	180	28	39
95th Queue (ft)	125	116	84	25	302	289	60	81
Link Distance (ft)		768	768	768	463	463	211	211
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150							
Storage Blk Time (%)	0	0						
Queuing Penalty (veh)	1	0						

Intersection: 8: Country Club Dr. W & Sun Lakes Blvd.

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	131	134	145	112	174	219	105	118	79	96	87
Average Queue (ft)	71	76	77	34	126	43	55	59	29	42	33
95th Queue (ft)	117	124	127	81	185	142	94	106	57	81	64
Link Distance (ft)		463	463	463		850	850	315	315	340	340
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100				150						
Storage Blk Time (%)	3	2			6						
Queuing Penalty (veh)	8	3			5						

Intersection: 9: Sun Lakes Blvd. & Driveway 4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	65
Average Queue (ft)	29
95th Queue (ft)	56
Link Distance (ft)	562
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 17

Appendix C

Vehicle Miles Traveled (VMT) Analysis

October 20, 2021

Ms. Pam Steele
MIG
1650 Spruce Street, Suite 102
Riverside, California 92507

SUBJECT: BANNING POINT VEHICLE MILES TRAVELED (VMT) ANALYSIS

Dear Ms. Pam Steele:

The following vehicle miles traveled (VMT) analysis has been prepared for the proposed Banning Point (**Project**) in the City of Banning.

PROJECT OVERVIEW

The Project is proposed to consist of 464,969 square feet of high-cube fulfillment center warehouse use (75% of the industrial use), 154,990 square feet of high-cube cold storage warehouse use (25% of the industrial use), 16,200 square feet of fast-food restaurant without drive-through window use, 1,600 square feet of coffee-donut shop with drive-through window use, and 16,200 square feet of shopping center use. (See attachment A) The Project as proposed appears consistent with the industrial and commercial components of the approved Sun Lakes Village North Specific Plan Amendment No. 5[1] (**SPA No.5**).

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) (**Technical Advisory**). (2) Based on OPR's Technical Advisory, the City of Banning has developed their own Traffic Impact Analysis Guidelines for Local Transportation Analysis and Vehicle Miles Traveled Analysis (September 2021) (**City Guidelines**), which is currently in draft form and pending final City Council adoption. (3) The draft City Guidelines have been utilized to prepare this VMT analysis, which is consistent with City direction.

[1] SPA No.5; https://ceqanet.opr.ca.gov/2020029074/3

PROJECT SCREENING

The City's Guidelines provides details on appropriate "screening thresholds" that can be used to identify when a proposed land development project is anticipated to result in a less than significant impact without conducting a more detailed analysis. The applicable screening thresholds to the Project are broken into the following types, applicable screening criteria are in **bold** and are to be evaluated further:

- **Transit Priority Area (TPA) Screening**
- **Map Based Screening based on Low VMT Area**
- **Local-Serving Retail Screening**
- Redevelopment Projects
- Local-Serving Community Projects
- Local-Serving Essential Services Projects
- Affordable Housing
- **Small Project Screening**

A land development project need only to meet one of the above screening thresholds to result in a less than significant impact.

For the purposes of this analysis, the initial VMT screening process where applicable has been conducted using the WRCOG VMT Screening Tool (**Screening Tool**), which uses screening criteria consistent with the screening thresholds recommended in the City's Guidelines.

TPA SCREENING

Consistent with guidance identified in the Technical Advisory and City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"[2] or an existing stop along a "high-quality transit corridor"[3]) may be presumed to have a less than significant impact absent substantial evidence to the contrary.

However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);

[2] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").
[3] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on the Screening Tool results presented in Attachment B, the Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

The TPA screening threshold is not met.

LOW VMT AREA SCREENING

The City Guidelines state that, "proposed residential, office, industrial, or mixed-use projects, which are located within the low VMT zones identified after applying appropriate VMT analysis thresholds (provided later in this chapter) in the screening tool, and which do not require a GPA or COZ would be deemed to have less than significant impact." The Screening Tool uses the sub-regional Riverside County Transportation Analysis Model (RIVTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the WRCOG region. The Project's physical location based on parcel number was selected within the Screening Tool to determine the relevant TAZ's VMT as compared to the jurisdictional average (see Attachment B). The Project boundary is located in TAZ 4344 and would appear to be within a low VMT generating TAZ based on daily home-based work (HBW) VMT per worker. Based on a review of the land use information contained within TAZ 4344 for the RIVTAM base year (2012) model, the zone includes very low levels of employment and low amounts of population and household data. The proposed Project would significantly increase the quantity and type of employment uses in the zone and would therefore not be entirely consistent with the underlying land use assumptions. (See Attachment B)

The Low VMT Area screening threshold is not met.

LOCAL SERVING RETAIL SCREENING

The City Guidelines identifies that local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition to local serving retail, other types of local serving uses such as day care centers, non-destination hotels, affordable housing, places of worship, municipal services and other local serving uses may also be presumed to have a less than significant impact as local serving in nature and would tend to shorten vehicle trips. The proposed Project intends to develop 16,200 square feet of fast-food restaurant without drive-through window use, 1,600 square feet of coffee-donut shop with drive-through window use, and 16,200 square feet of shopping center use. The retail uses within the proposed Project does not exceed the 50,000 square feet.

The Project Type screening threshold is met for the Project's retail component only.

SMALL PROJECT SCREENING

The City's Guidelines identifies that projects generating fewer than 500 daily vehicle trips (for projects requiring a GPA and fewer than 1,000 daily vehicle trips (for projects not requiring a GPA) are anticipated to meet the City's Project Trip Screening threshold and result in a less than significant impact. Based on the Project's forecasted trip generation (see Attachment C) would generate 3,844 daily vehicle trips which is above 1,000 daily vehicle trip threshold.

The Project Trip screening threshold is not met.

The Project's retail component is anticipated to have a less than significant impact. Since none of the applicable land development screening criteria were met for the Project's industrial component, a project level VMT analysis should be prepared for the Project's industrial component only.

PROJECT VMT ASSESSMENT

The Riverside Transportation Analysis Model (RIVTAM) is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households and employment. The City Guidelines identifies that until RIVCOM is released by WRCOG, RIVTAM is the appropriate tool for conducting VMT analysis for land use projects in the City.

Project VMT has been calculated using the most current version of RIVTAM. Adjustments in socio-economic data (SED) (i.e., Project employment) was made to a separate TAZ within the RIVTAM model to reflect the Project's proposed employment uses (i.e., industrial uses). A separate TAZ is used to isolate the Project's VMT.

Table 1 summarizes the employment estimates for the Project. It should be noted that the employment estimates are consistent with the land use to employment generation factors from the Riverside County General Plan. (4)

TABLE 1: EMPLOYMENT ESTIMATES

Land Use	Building Area	Building Area per Employee	Estimated Employees[4]
Industrial	619,959 sf	1,030 sf	602

Adjustments to employment factors for the Project's TAZ were made to baseline scenario and the RIVTAM model was then run inclusive of the Project's SED.

PROJECT VMT CALCULATION

Consistent with recommendations contained in the City's Guidelines, calculation of VMT for "other land uses" that are not residential or retail land use types are evaluated using VMT per employee[5]. For land

[4] Riverside County General Plan Employment Factors
[5] City's Guidelines; Page 23.

uses where VMT per capita or VMT per employee are suitable metrics, the City Guidelines suggest the use of the Production-Attraction (PA) trip matrices be utilized. Using these matrices, project generated VMT was calculated consistent with the PA matrices methodology identified in Section 5.4 Detail VMT Forecasting Methodology of the City Guidelines. VMT is then normalized by dividing by the number of Project employees. As shown in Table 2, the Project's VMT per employee is 14.26.

TABLE 2: PROJECT VMT PER EMPLOYEE

	Baseline
Employment	602
VMT[6]	8,582
HBW VMT / Worker[7]	14.26

CITY OF BANNING VMT

The City's Guidelines provide VMT thresholds for their predominant land use types such as residential, office and retail. For "other land uses" City Guidelines state the threshold as "any net increase in VMT per employee for uses that are consistent with the General Plan, and for projects seeking a GPA the threshold would be 10.9 VMT per employee". As the proposed Project is consistent with the recently approved SPA No. 5, a threshold of no net increase in VMT per employee should be utilized. The VMT per employee value previously calculated for the SPA No. 5 is utilized as the impact threshold.

PROJECT LEVEL VMT ASSESSMENT

Table 3 illustrates the comparison between Project generated VMT per employee to the VMT per employee previously calculated for the Sun Lakes Village North Specific Plan Amendment No. 5 VMT Analysis.[8] The VMT per employee value for the approved SPA No. 5 was 14.33, while the Project's calculated VMT per employee value is 14.26. The Project would not result in a net increase in VMT per employee and would therefore not result in a significant impact.

[6] VMT=Vehicle Tips x Trip Length. Where VT = 855 HBW (Attraction) Trips and TL= 10.0372 HBW (Attraction) Miles. Both VT and TL derived from the model.
[7] HBW VMT/Employee is a measure of all auto trips between home and work and does not include heavy duty truck trips or freight, which is consistent with OPR direction and Riverside County VMT calculation guidelines.
[8] SPA No. 5 VMT Analysis; Page 5, Table 2

TABLE 3: VMT PER EMPLOYEE COMPARISON

	Baseline VMT per Employee
SPA No.5	14.33
Project	14.26
Difference	-0.07
Net Increase?	No

CONCLUSION

In summary, the Project's retail component was found to meet City adopted local serving retail screening threshold and is therefore the retail component of the Project is presumed to result in a less than significant impact. The Project's industrial component was then evaluated and compared to the City's adopted impact threshold of no net increase in VMT per employee. The Project generated VMT per employee value was found to be less than that already disclosed in the approved SPA No. 5 VMT analysis. Therefore, the Project's potential impact to VMT is presumed to be less than significant.

If you have any questions, please contact me directly at (949) 660-1994.

Respectfully submitted,

URBAN CROSSROADS, INC.

Alex So
Senior Analyst

REGISTERED PROFESSIONAL ENGINEER
CHARLENE HWANG SO
No. TR 2414
TRAFFIC
STATE OF CALIFORNIA

Charlene So, PE
Associate Principal

REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.

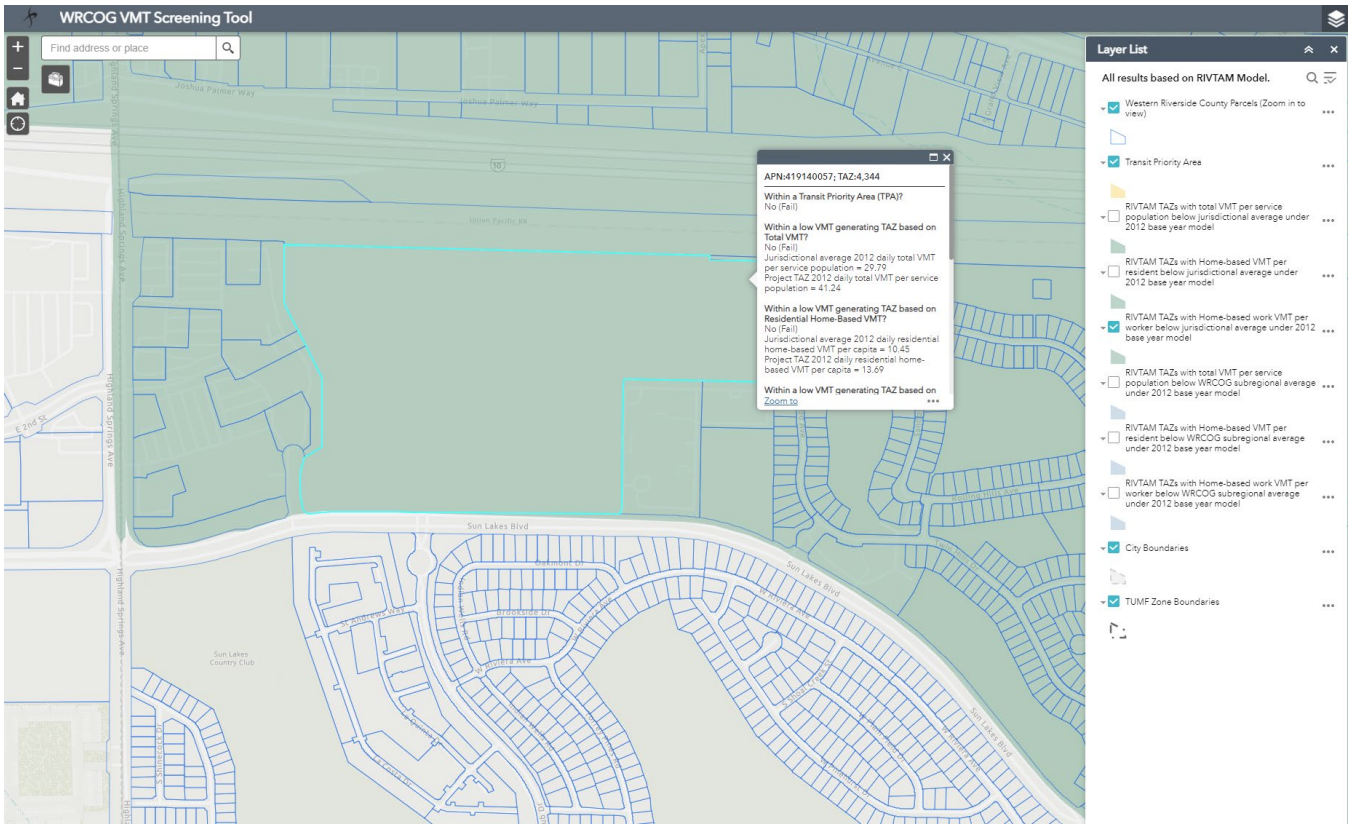
2. **City of Banning.** *Traffic Impact Analysis Guidelines For Local Transportation Analysis and Vehicle Miles Traveled Analysis.* City of Banning : s.n., TBD.

3. **County of Riverside.** *Appendix E: Socioeconomic Build-Out Assumptions and Methodology.* County of Riverside : s.n., April 2017.

ATTACHMENT A
PROJECT SITE PLAN


10
96
Fwy
Union Pacific RR
Union Pacific RR
Highland Springs Ave
S Highland Springs Ave
BUILDING AREA
619,959 S.F.
PHASE 1
Driveway 1
Driveway 2
Driveway 3
Driveway 4
Sun Lakes Blvd
Sun Lakes Blvd
Oakmont Dr
N

ATTACHMENT B
WRCOG VMT SCREENING TOOL


WRCOG VMT Screening Tool
Find address or place
Layer List
All results based on RIVTAM Model.
Western Riverside County Parcels (Zoom in to view)
Transit Priority Area
RIVTAM TAZs with total VMT per service population below jurisdictional average under 2012 base year model
RIVTAM TAZs with Home-based VMT per resident below jurisdictional average under 2012 base year model
RIVTAM TAZs with Home-based work VMT per worker below jurisdictional average under 2012 base year model
RIVTAM TAZs with total VMT per service population below WRCOG subregional average under 2012 base year model
RIVTAM TAZs with Home-based VMT per resident below WRCOG subregional average under 2012 base year model
RIVTAM TAZs with Home-based work VMT per worker below WRCOG subregional average under 2012 base year model
City Boundaries
TUMF Zone Boundaries
APN:419140057; TAZ:4,344
Within a Transit Priority Area (TPA)?
No (Fail)
Within a low VMT generating TAZ based on Total VMT?
No (Fail)
Jurisdictional average 2012 daily total VMT per service population = 29.79
Project TAZ 2012 daily total VMT per service population = 41.24
Within a low VMT generating TAZ based on Residential Home-Based VMT?
No (Fail)
Jurisdictional average 2012 daily residential home-based VMT per capita = 10.45
Project TAZ 2012 daily residential home-based VMT per capita = 13.69
Within a low VMT generating TAZ based on
Zoom to
Joshua Palmer Way
Union Pacific RR
Highland Springs Ave
Sun Lakes Blvd
Sun Lakes Country Club

ATTACHMENT C
PROJECT TRIP GENERATION

TABLE 1: CURRENTLY APPROVED TRIP GENERATION SUMMARY

Land Use	Quantity Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Summary (Actual Vehicles):								
Industrial Park	877.298 TSF							
Passenger Cars:		250	59	309	66	250	316	2,514
2-axle Trucks:		6	1	7	1	5	6	74
3-axle Trucks:		7	2	9	2	6	8	92
4+-axle Trucks:		21	5	26	5	17	22	278
Total Trucks:		34	8	42	8	28	36	444
Industrial Park Subtotal		**284**	**67**	**351**	**74**	**278**	**352**	**2,958**
Commercial Retail	37.189 TSF	22	13	35	68	74	142	1,404
Internal Capture		-7	-4	-11	-5	-1	-6	-60
Pass-By (34% PM/Daily)		0	0	0	-21	-21	-43	-458
Retail Subtotal		**15**	**9**	**24**	**42**	**51**	**93**	**886**
Total Trips (Actual Vehicles)[2]		**299**	**76**	**375**	**116**	**329**	**445**	**3,844**
Trip Generation Summary (PCE):								
Industrial Park	877.298 TSF							
Passenger Cars:		250	59	309	66	250	316	2,514
2-axle Trucks:		9	2	11	2	7	9	112
3-axle Trucks:		14	3	17	3	11	14	184
4+-axle Trucks:		64	15	79	14	52	66	834
Total Trucks (PCE):		87	20	107	19	70	89	1,130
Industrial Park Subtotal		**337**	**79**	**416**	**85**	**320**	**405**	**3,644**
Commercial Retail	37.189 TSF	22	13	35	68	74	142	1,404
Internal Capture		-7	-4	-11	-5	-1	-6	-60
Pass-By (34% PM/Daily)		0	0	0	-21	-21	-42	-458
Retail Subtotal		**15**	**9**	**24**	**42**	**51**	**93**	**886**
Total Trips (PCE)[2]		**352**	**88**	**440**	**127**	**371**	**498**	**4,530**

Source: Sun Lakes Village North Specific Plan Amendment No. 5 Traffic Analysis (dated September 4, 2020).

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

TABLE 2: TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates:									
High-Cube Fulfillment Center Warehouse[3]	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks			0.006	0.002	0.008	0.003	0.008	0.011	0.162
5+-Axle Trucks			0.008	0.003	0.011	0.003	0.007	0.010	0.217
High-Cube Cold Storage Warehouse[4]	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
Passenger Cars			0.062	0.018	0.080	0.025	0.067	0.092	1.378
2-Axle Trucks			0.008	0.002	0.010	0.003	0.007	0.010	0.257
3-Axle Trucks			0.003	0.001	0.003	0.001	0.002	0.003	0.082
4+-Axle Trucks			0.012	0.004	0.016	0.004	0.011	0.015	0.403
Fast Food without Drive Thru	TSF	933	15.060	10.040	25.100	14.170	14.170	28.340	346.230
Coffee/Donut Shop with Drive Thru	TSF	937	45.385	43.605	88.990	21.690	21.690	43.380	820.380
Shopping Center	TSF	820	0.583	0.357	0.940	1.829	1.981	3.810	37.750
Passenger Car Equivalent (PCE) Trip Generation Rates:									
High-Cube Fulfillment Center Warehouse[3]	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.0)			0.012	0.004	0.016	0.006	0.016	0.022	0.324
5+-Axle Trucks (PCE = 3.0)			0.025	0.008	0.033	0.008	0.022	0.030	0.651
High-Cube Cold Storage Warehouse[4]	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
Passenger Cars			0.062	0.018	0.080	0.025	0.067	0.092	1.378
2-Axle Trucks (PCE = 1.5)			0.012	0.004	0.015	0.004	0.010	0.014	0.386
3-Axle Trucks (PCE = 2.0)			0.005	0.002	0.007	0.002	0.004	0.006	0.163
4+-Axle Trucks (PCE = 3.0)			0.037	0.011	0.048	0.012	0.033	0.045	1.209

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

[2] TSF = thousand square feet

[3] Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.
Inbound and outbound split source: High Cube Warehouse Vehicle Trip Generation Analysis, October 2016, ITE.

[4] Vehicle Mix Source: ITE Trip Generation Handbook Supplement (2020), Appendix C.
Truck Mix Source: South Coast Air Quality Management District (SCAQMD) Warehouse Truck Trip Study Data Results and Usage (2014).
Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

TABLE 3: PROPOSED PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

Land Use	Quantity[2]	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Fulfillment Center Warehouse (75%)	464.969	TSF							
Passenger Cars:			37	11	48	19	48	67	814
Internal Capture[2]			-7	-10	-17	-6	-3	-9	-54
Total Passenger Car:			30	1	31	13	45	58	760
2-4 axle Trucks:			3	1	4	1	4	5	76
5+-axle Trucks:			4	1	5	1	3	4	102
Total Truck:			7	2	9	2	7	9	178
Fulfillment Center Warehouse (Actual Vehicles)			**37**	**3**	**40**	**15**	**52**	**67**	**938**
High-Cube Cold Storage Warehouse (25%)	154.990	TSF							
Passenger Cars:			10	3	13	4	10	14	214
Internal Capture[2]			-2	-2	-4	-2	-1	-2	-18
Total Passenger Car:			8	1	9	2	9	12	196
2-axle Trucks:			1	0	1	0	1	1	40
3-axle Trucks:			0	0	0	0	0	0	14
4+-axle Trucks:			2	1	3	1	2	3	62
Total Truck:			3	1	4	1	3	4	116
High-Cube Cold Storage Warehouse (Actual Vehicles)			**11**	**2**	**13**	**3**	**12**	**16**	**312**
Industrial Total Passenger Cars			38	2	40	15	54	70	956
Industrial Total Trucks (Actual Vehicles)			10	3	13	3	10	13	294
Industrial Total (Actual Vehicles)			**48**	**5**	**53**	**18**	**64**	**83**	**1,250**
Fast Food without Drive Thru	16.200	TSF	244	163	407	230	230	459	5,610
Internal Capture[2]			-8	-6	-15	-9	-18	-27	-436
Pass-By (49% AM; 50% PM/Daily)[3]			-77	-77	-153	-106	-106	-212	-2,588
Coffee/Donut Shop with Drive Thru	1.600	TSF	73	70	142	35	35	69	1,314
Internal Capture[2]			-2	-2	-3	-2	-4	-6	-160
Pass-By (89% AM/PM/Daily)[3]			-61	-61	-121	-27	-27	-54	-1,028
Restaurant Total:			**169**	**87**	**256**	**120**	**109**	**230**	**2,712**
Shopping Center	16.200	TSF	9	6	15	30	32	62	612
Internal Capture[2]			-4	-3	-7	-17	-10	-27	-192
Pass-By (34% PM/Daily)[3]			0	0	0	-4	-4	-9	-144
Retail Total:			**5**	**3**	**8**	**8**	**18**	**26**	**276**
Commercial Total			**175**	**90**	**264**	**129**	**127**	**256**	**2,988**
Project Total Passenger Cars			213	92	304	144	181	324	3,944
Project Total Trucks (Actual Vehicles)			10	3	13	3	10	13	294
Project Total (Actual Vehicles)			**223**	**95**	**317**	**147**	**191**	**337**	**4,238**

[1] TSF = thousand square feet

[2] Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool.

[3] Source: ITE Trip Generation Handbook, 3rd Edition, 2017.

TABLE 4: PROPOSED PROJECT TRIP GENERATION SUMMARY (PCE)

Land Use	Quantity[2]	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Fulfillment Center Warehouse (75%)	464.969	TSF							
Passenger Cars:			37	11	48	19	48	67	814
Internal Capture[2]			-7	-10	-17	-6	-3	-9	-54
Total Passenger Car:			30	1	31	13	45	58	760
2-4 axle Trucks:			6	2	8	3	7	10	152
5+-axle Trucks:			12	4	16	4	10	14	304
Total Truck:			18	6	24	7	17	24	456
Fulfillment Center Warehouse (PCE)			**48**	**7**	**55**	**20**	**62**	**82**	**1,216**
High-Cube Cold Storage Warehouse (25%)	154.990	TSF							
Passenger Cars:			10	3	13	4	10	14	214
Internal Capture[2]			-2	-2	-4	-2	-1	-2	-18
Total Passenger Car:			8	1	9	2	9	12	196
2-axle Trucks:			2	1	3	1	2	3	60
3-axle Trucks:			1	0	1	0	1	1	26
4+-axle Trucks:			6	2	8	2	5	7	188
Total Truck:			9	3	12	3	8	11	274
High-Cube Cold Storage Warehouse (PCE)			**17**	**4**	**21**	**5**	**17**	**23**	**470**
Industrial Total Passenger Cars			38	2	40	15	54	70	956
Industrial Total Trucks (PCE)			27	9	36	10	25	35	730
Industrial Total (PCE)			**65**	**11**	**76**	**25**	**79**	**105**	**1,686**
Fast Food without Drive Thru	16.200	TSF	244	163	407	230	230	459	5,610
Internal Capture[2]			-8	-6	-15	-9	-18	-27	-436
Pass-By (49% AM; 50% PM/Daily)[3]			-77	-77	-153	-106	-106	-212	-2,588
Coffee/Donut Shop with Drive Thru	1.600	TSF	73	70	142	35	35	69	1,314
Internal Capture[2]			-2	-2	-3	-2	-4	-6	-160
Pass-By (89% AM/PM/Daily)[3]			-61	-61	-121	-27	-27	-54	-1,028
Restaurant Total:			**169**	**87**	**256**	**120**	**109**	**230**	**2,712**
Shopping Center	16.200	TSF	9	6	15	30	32	62	612
Internal Capture[2]			-4	-3	-7	-17	-10	-27	-192
Pass-By (34% PM/Daily)[3]			0	0	0	-4	-4	-9	-144
Retail Total:			**5**	**3**	**8**	**8**	**18**	**26**	**276**
Commercial Total			**175**	**90**	**264**	**129**	**127**	**256**	**2,988**
Project Total Passenger Cars			213	92	304	144	181	324	3,944
Project Total Trucks (Actual Vehicles)			27	9	36	10	25	35	730
Project Total (PCE)			**240**	**101**	**340**	**154**	**206**	**359**	**4,674**

[1] TSF = thousand square feet

[2] Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool.

[3] Source: ITE Trip Generation Handbook, 3rd Edition, 2017.

TABLE 5: TRIP GENERATION COMPARISON

Land Use	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:							
Previously Approved Project							
Passenger Cars:	265	68	333	108	301	409	3,400
Total Truck Trips:	34	8	42	8	28	36	444
Previously Approved Project Total	**299**	**76**	**375**	**116**	**329**	**445**	**3,844**
Proposed Project							
Passenger Cars:	213	92	304	144	181	324	3,944
Total Truck Trips:	10	3	13	3	10	13	294
Proposed Project Total	**223**	**95**	**317**	**147**	**191**	**337**	**4,238**
Comparison							
Passenger Cars:	-52	24	-29	36	-120	-85	544
Total Truck Trips:	-24	-5	-29	-5	-18	-23	-150
Comparison Total	**-76**	**19**	**-58**	**31**	**-138**	**-108**	**394**
Passenger Car Equivalent (PCE):							
Previously Approved Project							
Passenger Cars:	265	68	333	108	301	409	3,400
Total Truck Trips:	87	20	107	19	70	89	1,130
Previously Approved Project Total	**352**	**88**	**440**	**127**	**371**	**498**	**4,530**
Proposed Project							
Passenger Cars:	213	92	304	144	181	324	3,944
Total Truck Trips:	27	9	36	10	25	35	730
Proposed Project Total	**240**	**101**	**340**	**154**	**206**	**359**	**4,674**
Comparison							
Passenger Cars:	-52	24	-29	36	-120	-85	544
Total Truck Trips:	-60	-11	-71	-9	-45	-54	-400
Comparison Total	**-112**	**13**	**-100**	**27**	**-165**	**-139**	**144**

Appendix D

Noise and Vibration Impact Analysis

Banning Point

NOISE AND VIBRATION IMPACT ANALYSIS

CITY OF BANNING

PREPARED BY:

Bill Lawson, PE, INCE
blawson@urbanxroads.com
(949) 584-3148

FEBRUARY 7, 2022

13841-07 Noise Study

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LIST OF ABBREVIATED TERMS

(1)	Reference
ANSI	American National Standards Institute
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
dBA	A-weighted decibels
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
INCE	Institute of Noise Control Engineering
L_{eq}	Equivalent continuous (average) sound level
mph	Miles per hour
OPR	Office of Planning and Research
PPV	Peak particle velocity
Project	Banning Point
RMS	Root-mean-square
VdB	Vibration Decibels

EXECUTIVE SUMMARY

Urban Crossroads, Inc. has prepared this noise study to determine the potential noise impacts and the necessary noise mitigation measures, if any, for Banning Point development ("Project"). The Project is proposed to consist of 464,969 square feet of high-cube fulfillment center warehouse use (75% of the industrial use), 154,990 square feet of high-cube cold storage warehouse use (25% of the industrial use), 16,200 square feet of fast-food restaurant without drive-through window use, 1,600 square feet of coffee-donut shop with drive-through window use, and 16,200 square feet of shopping center use. This study has been prepared to satisfy applicable City of Banning standards and thresholds of significance based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1)

The results of this Banning Point Noise and Vibration Impact Analysis are summarized below based on the significance criteria in Section 4 of this report. Table ES-1 shows the findings of significance for each potential noise and/or vibration impact under CEQA before and after any required mitigation measures.

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

Analysis	Significance Findings	
	Unmitigated	**Mitigated**
Off-Site Traffic Noise	*Less Than Significant*	-
Operational Noise	*Less Than Significant*	-
Construction Noise	*Less Than Significant*	-
Construction Vibration	*Less Than Significant*	-

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1 INTRODUCTION

This noise analysis has been completed to determine the noise impacts associated with the development of the proposed Banning Point ("Project"). This noise study briefly describes the proposed Project, provides information regarding noise fundamentals, sets out the local regulatory setting, presents the study methods and procedures for noise and vibration analysis, and evaluates the future exterior noise environment.

1.1 SITE LOCATION

The Banning Point Project is located on the northeast corner of Sun Lake Village Drive and Sun Lake Boulevard in the City of Banning, as shown on Exhibit 1-A. The nearest sensitive residential land uses are located east and south of the project site. The I-10 Freeway and Union Pacific rail line located just north of the Project site represent the primary sources of noise activity in the Project study area.

1.2 PROJECT DESCRIPTION

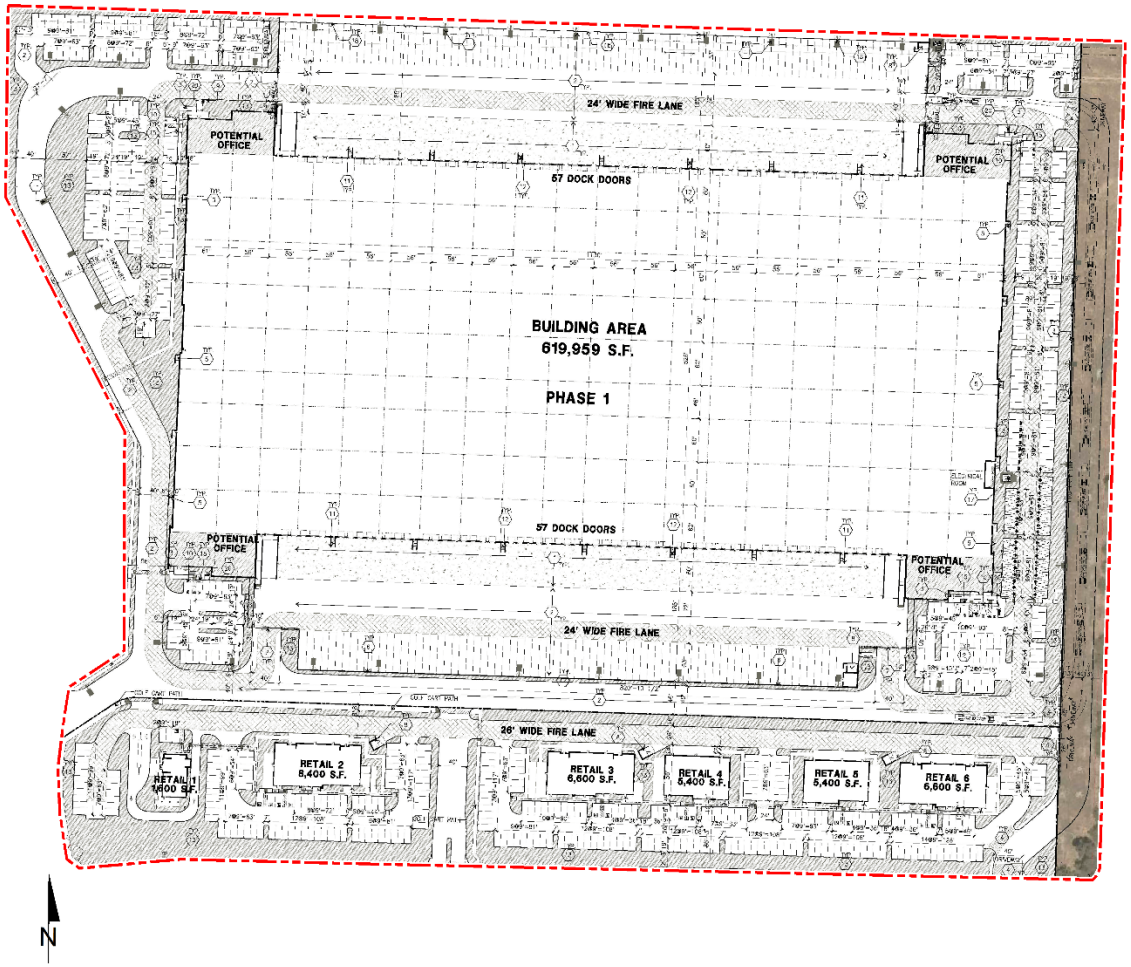
The Project is proposed to consist of 464,969 square feet of high-cube fulfillment center warehouse use (75% of the industrial use), 154,990 square feet of high-cube cold storage warehouse use (25% of the industrial use), 16,200 square feet of fast-food restaurant without drive-through window use, 1,600 square feet of coffee-donut shop with drive-through window use, and 16,200 square feet of shopping center use. The Project as proposed is consistent with the industrial and commercial components of the approved Sun Lakes Village North Specific Plan Amendment No. 5 (**SPA No.5**).

The on-site Project-related noise sources are expected to include: loading dock activity, roof-top air conditioning units, drive-through speakerphone, trash enclosure activity, parking lot vehicle movements, and truck movements. This noise analysis is intended to describe noise level impacts associated with the expected typical operational activities at the Project site.

EXHIBIT 1-A: LOCATION MAP



EXHIBIT 1-B: SITE PLAN



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2 FUNDAMENTALS

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Exhibit 2-A presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below.

EXHIBIT 2-A: TYPICAL NOISE LEVELS

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP DISTURBANCE
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

2.1 RANGE OF NOISE

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. (2) The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 1,000 feet, which can cause serious discomfort. (3) Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

2.2 NOISE DESCRIPTORS

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used figure is the equivalent level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period (typically one hour) and is commonly used to describe the "average" noise levels within the environment.

To describe the time-varying character of environmental noise, the statistical or percentile noise descriptors L_{50}, L_{25}, L_8 and L_2, are commonly used. The percentile noise descriptors are the noise levels equaled or exceeded during 50 percent, 25 percent, 8 percent and 2 percent of a stated time. Sound levels associated with the L_2 and L_8 typically describe transient or short-term events, while levels associated with the L_{50} describe the steady state (or median) noise conditions. The relies on the percentile noise levels to describe the stationary source noise level limits. While the L_{50} describes the noise levels occurring 50 percent of the time, the L_{eq} accounts for the total energy (average) observed for the entire hour.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Banning relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

2.3 SOUND PROPAGATION

When sound propagates over a distance, it changes in level and frequency content. The way noise reduces with distance depends on the following factors.

2.3.1 GEOMETRIC SPREADING

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. (2)

2.3.2 GROUND ABSORPTION

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source. (4)

2.3.3 ATMOSPHERIC EFFECTS

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects. (2)

2.3.4 SHIELDING

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an "out of sight, out of mind" effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearest residents. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of-sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The Federal Highway Administration (FHWA) does not consider the planting of vegetation to be a noise abatement measure. (4)

2.3.5 REFLECTION

Field studies conducted by the FHWA have shown that the reflection from barriers and buildings does not substantially increase noise levels. (4) If all the noise striking a structure was reflected back to a given receiving point, the increase would be theoretically limited to 3 dBA. Further, not all the acoustical energy is reflected back to same point. Some of the energy would go over the structure, some is reflected to points other than the given receiving point, some is scattered by ground coverings (e.g., grass and other plants), and some is blocked by intervening structures and/or obstacles (e.g., the noise source itself). Additionally, some of the reflected energy is lost due to the longer path that the noise must travel. FHWA measurements made to quantify

reflective increases in traffic noise have not shown an increase of greater than 1-2 dBA; an increase that is not perceptible to the average human ear.

2.4 NOISE CONTROL

Noise control is the process of obtaining an acceptable noise environment for an observation point or receiver by controlling the noise source, transmission path, receiver, or all three. This concept is known as the source-path-receiver concept. In general, noise control measures can be applied to these three elements.

2.5 NOISE BARRIER ATTENUATION

Effective noise barriers can reduce noise levels by up to 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the path of the noise source. (4)

2.6 LAND USE COMPATIBILITY WITH NOISE

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages State and Local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized. (5)

2.7 COMMUNITY RESPONSE TO NOISE

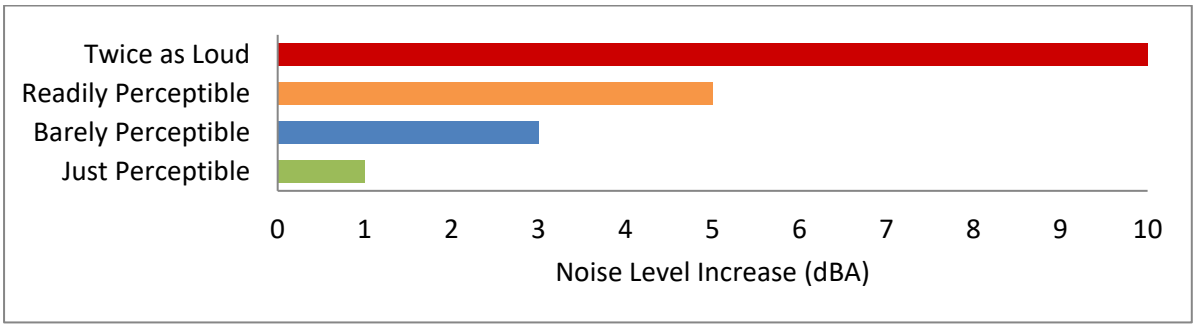
Community responses to noise may range from registering a complaint by telephone or letter, to initiating court action, depending upon everyone's susceptibility to noise and personal attitudes about noise. Several factors are related to the level of community annoyance including:

- Fear associated with noise producing activities;
- Socio-economic status and educational level;
- Perception that those affected are being unfairly treated;
- Attitudes regarding the usefulness of the noise-producing activity;
- Belief that the noise source can be controlled.

Approximately ten percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints will occur. Twenty-five percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. (6) Surveys have shown that about ten percent of the people exposed to

traffic noise of 60 dBA will report being highly annoyed with the noise, and each increase of one dBA is associated with approximately two percent more people being highly annoyed. When traffic noise exceeds 60 dBA or aircraft noise exceeds 55 dBA, people may begin to complain. (6) Despite this variability in behavior on an individual level, the population can be expected to exhibit the following responses to changes in noise levels as shown on Exhibit 2-B. A change of 3 dBA is considered *barely perceptible*, and changes of 5 dBA are considered *readily perceptible*. (4)

EXHIBIT 2-B: NOISE LEVEL INCREASE PERCEPTION



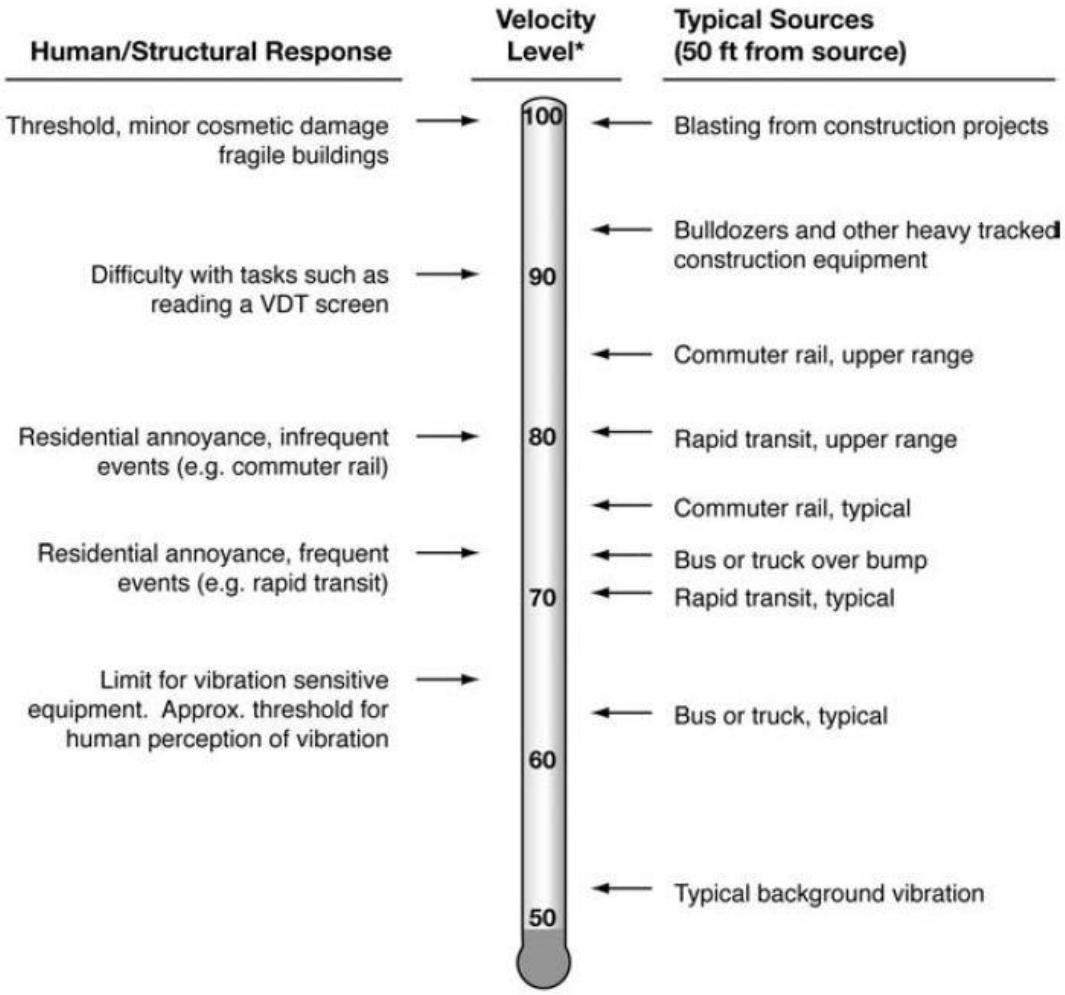
2.8 VIBRATION

Per the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (7), vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Exhibit 2-C illustrates common vibration sources and the human and structural response to ground-borne vibration.

EXHIBIT 2-C: TYPICAL LEVELS OF GROUND-BORNE VIBRATION



Source: Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual.

3 REGULATORY SETTING

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

3.1 STATE OF CALIFORNIA NOISE REQUIREMENTS

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research (OPR). (8) The purpose of the Noise and safety Element is to *limit the exposure of the community to excessive noise levels*. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

3.2 CITY OF BANNING GENERAL PLAN NOISE ELEMENT

The City of Banning General Plan Noise Element coordinates the community's land uses with the existing and future noise environment, and provides design measures that are intended to minimize or avoid community exposure to excessive noise levels. (9) The implementation of policies and programs set forth in the Noise Element are used to reduce or even avoid current and future noise impacts and land use conflicts. The goal of the City of Banning General Plan Noise Element is *a noise environment that complements the community's residential character and its land uses*. (9) The nine policies of the Noise Element which are used pursue this goal are presented below:

Policy 1 *The City shall protect noise sensitive land uses, including residential neighborhoods, schools, hospitals, libraries, churches, resorts and community open space, from potentially significant sources of community noise.*

Policy 2 *The relationship between land use designations in the Land Use Element and changes in the circulation pattern of the City, as well as individual developments, shall be monitored and mitigated.*

Policy 3 *Private sector project proposals shall include measures that assure that noise exposures levels comply with State of California noise insulation standards as defined in Title 25 (California Noise Insulation Standards) and/or Banning Ordinances 1138 and 1234, whichever is more restrictive.*

Policy 4 *The City shall maintain a General Plan Circulation Map and assure low levels of traffic within neighborhoods by assigning truck routes to major roadways only.*

Policy 5 *The City shall ensure that flight paths and airport improvements adhere to all local, state and federal noise regulations.*

Policy 6 *All development proposals within the noise impact area of the Interstate and the railroad shall mitigate both noise levels and vibration to acceptable levels through the preparation of focused studies and analysis in the development review and environmental review process.*

Policy 7 *The City shall coordinate with adjoining jurisdictions to assure noise-compatible land uses across jurisdictional boundaries.*

Policy 8 *The City shall impose and integrate special design features into proposed development that minimize impacts associated with the operation of air conditioning and heating equipment, onsite traffic, and use of parking, loading and trash storage facilities.*

Policy 9 *The City shall support development that results in grade separated railroad tracks.*

The noise criteria identified in the City of Banning Noise Element (Table V-4) are guidelines to evaluate the land use compatibility of transportation-related noise. The compatibility criteria, shown on Exhibit 3-A, provides the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels. The *Land Use Compatibility for Community Noise Environments* guidelines indicate that industrial and commercial land uses, such as the Project, are considered both *normally acceptable* with noise levels approaching 70 dBA CNEL and 67 dBA CNEL, respectively. (9)

EXHIBIT 3-A: LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Land Uses	CNEL (dBA)						
	50	55	60	65	70	75	80
Residential - Single Family Dwellings, Duplex, Mobile Homes	A	B	B	C	C	D	D
Residential – Multiple Family	A	A	B	B	C	D	D
Transient Lodging: Hotels and Motels	A	A	B	B	C	C	D
School Classrooms, Libraries, Churches, Hospitals, Nursing Homes and Convalescent Hospitals	A	A	B	B	C	C	D
Auditoriums, Concert Halls, Amphitheaters	B	B	B	C	C	C	C
Sports Arenas, Outdoor Spectator Sports	B	B	B	B	C	C	C
Playgrounds, Neighborhood Parks	A	A	A	C	C	D	D
Golf Courses, Riding Stables, Water Recreation, Cemeteries	A	A	A	A	C	C	D
Office Buildings, Business, Commercial and Professional	A	A	A	B	B	D	D
Industrial, Manufacturing, Utilities, Agriculture	A	A	A	A	B	D	D

Source: *California Department of Health Services, "Guidelines for the Preparation and Content of the Noise Element of the General Plan," 1990*

A **Normally Acceptable**: With no special noise reduction requirements assuming standard construction.

B **Conditionally Acceptable**: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design

C **Normally Unacceptable**: New construction is discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

D **Clearly Unacceptable**: New construction or development should generally not be undertaken.

Source: City of Banning General Plan Noise Element, Table V-4.

3.3 CITY OF BANNING MUNICIPAL CODE STANDARDS

To analyze noise impacts originating from a designated fixed location or private property such as the Banning Point Project, stationary-source (operational) noise levels and noise from construction activities are typically evaluated against standards established under the City's Municipal Code.

3.3.1 OPERATIONAL NOISE STANDARDS

For noise-sensitive residential property, the City of Banning Municipal Code, Chapter 8.44.050, identifies exterior noise levels standards of 55 dBA L_{eq} for the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} during the nighttime (10:00 p.m. to 7:00 a.m.) hours. Further, Chapter 8.44.050 indicates that if the existing ambient noise level already exceeds any of the exterior noise level limit categories, then the standard shall be adjusted to reflect the ambient conditions. The City of Banning Municipal Code Noise Standards are included in Appendix 3.1.

3.3.2 CONSTRUCTION NOISE STANDARDS

To control noise impacts associated with the construction of the proposed Project, the City has established limits to the hours of operation. Section 8.44.090 of the City's Municipal Code indicates that construction activity is considered exempt from the noise level limits of the Municipal Code if activity is limited to the hours of 7:00 a.m. to 6:00 p.m. (10) However, the Municipal Code further indicates that *nothing contained herein shall permit any person to cause sound levels to at any time exceed fifty-five dB(A) for intervals of more than fifteen minutes per hour as measured in the interior of the nearest occupied residence or school.* Therefore, the analysis presented in this noise study evaluates Project-related construction noise levels based on the interior noise level limit of 55 dBA at the nearest sensitive receiver locations (e.g., residential homes). The 55 dBA interior construction noise level limit is used in this noise study based on the energy-average equivalent (L_{eq}) noise level to determine potential impacts since the analysis assumes a worst-case duration of Project construction activity, averaged over the any time period, and is therefore, more conservative than the interval of 15 minutes or more as identified in the Municipal Code.

3.4 VIBRATION STANDARDS

Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. (7)

To analyze vibration impacts originating from the operation and construction of the Banning Point, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Banning does not identify specific vibration level limits. Therefore, for analysis purposes, the Caltrans *Transportation and Construction Vibration Guidance Manual*, (11 p. 38) Table 19, vibration

damage are used in this noise study to assess potential temporary construction-related impacts at adjacent building locations. The nearest noise sensitive buildings adjacent to the Project site can best be described as “older residential structures” with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

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4 SIGNIFICANCE CRITERIA

The following significance criteria are based on currently adopted guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (8) For the purposes of this report, impacts would be potentially significant if the Project results in or causes:

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 ground-borne vibration or ground-borne 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?

While the City of Banning General Plan Guidelines provide direction on noise compatibility and establish noise standards by land use type that are sufficient to assess the significance of noise impacts, they do not define the levels at which increases are considered substantial for use under Guideline A. CEQA Appendix G Guideline C applies to nearby public and private airports, if any, and the Project's land use compatibility.

4.1 CEQA GUIDELINES NOT FURTHER ANALYZED

The Project site is not located within two miles of a public airport or within an airport land use plan. The closest airport is the Banning Municipal Airport located roughly 4.4 miles east of the Project site. As such, the Project site would not be exposed to excessive noise levels from airport operations, and therefore, impacts are considered *less than significant,* and no further noise analysis is conducted in relation to CEQA Appendix G Guideline C.

4.2 NOISE LEVEL INCREASES

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes *that there is no single noise increase that renders the noise impact significant.* (12)

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding human reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called *ambient* environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged. The Federal

Interagency Committee on Noise (FICON) (13) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (CNEL) and equivalent continuous noise level (L_{eq}).

As previously stated, the approach used in this noise study recognizes *that there is no single noise increase that renders the noise impact significant*, based on a 2008 California Court of Appeal ruling on Gray v. County of Madera. (12) For example, if the ambient noise environment is quiet (<60 dBA) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria may be exceeded. Therefore, for this analysis, FICON identifies a *readily perceptible* 5 dBA or greater project-related noise level increase is considered a significant impact when the noise criteria for a given land use is exceeded. Per the FICON, in areas where the without project noise levels range from 60 to 65 dBA, a 3 dBA *barely perceptible* noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance.

The FICON guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without Project noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dBA or *readily perceptible*, 3 dBA or *barely perceptible*, and 1.5 dBA depending on the underlying without Project noise levels for noise-sensitive uses. These levels of increases and their perceived acceptance are consistent with guidance provided by both the Federal Highway Administration (4 p. 9) and Caltrans (14 p. 2_48).

4.3 SIGNIFICANCE CRITERIA SUMMARY

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed Project. Table 4-1 shows the significance criteria summary matrix.

TABLE 4-1: SIGNIFICANCE CRITERIA SUMMARY

Analysis	Condition(s)	Significance Criteria	
		Daytime	Nighttime
Off-Site Traffic	if ambient is < 60 dBA CNEL[1]	≥ 5 dBA CNEL Project increase	
	if ambient is 60 - 65 dBA CNEL[1]	≥ 3 dBA CNEL Project increase	
	if ambient is > 65 dBA CNEL[1]	≥ 1.5 dBA CNEL Project increase	
Operational	Exterior Noise Level Limit[2]	55 dBA L_{eq}	45 dBA L_{eq}
	if ambient is < 60 dBA L_{eq}[1]	≥ 5 dBA L_{eq} Project increase	
	if ambient is 60 - 65 dBA L_{eq}[1]	≥ 3 dBA L_{eq} Project increase	
	if ambient is > 65 dBA L_{eq}[1]	≥ 1.5 dBA L_{eq} Project increase	
Construction	Interior Noise Level Threshold[3]	55 dBA L_{eq}	n/a
	Vibration Level Threshold[4]	0.3 PPV (in/sec)	n/a

[1] FICON, 1992.
[2] The City of Banning Municipal Code Chapter 8.44.050.
[3] City of Banning Municipal Code, Sections 8.44.090 (E) (Appendix 3.1).
[4] Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m. "n/a" = construction activities are not planned during the nighttime hours; "PPV" = peak particle velocity.

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5 EXISTING NOISE LEVEL MEASUREMENTS

To assess the existing noise level environment, 24-hour noise level measurements were taken at five locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Exhibit 5-A provides the boundaries of the Project study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Wednesday, May 5th, 2021. Appendix 5.1 includes study area photos.

5.1 MEASUREMENT PROCEDURE AND CRITERIA

To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour CNEL. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (15)

5.2 NOISE MEASUREMENT LOCATIONS

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that, *sites must be free of noise contamination by sources other than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources*. (2) Further, FTA guidance states, t*hat it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community*. (7)

Based on recommendations of Caltrans and the FTA, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. (7) In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels

and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise levels.

5.3 NOISE MEASUREMENT RESULTS

The noise measurements presented below focus on the average or equivalent sound levels (L_{eq}). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 5-1 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location.

TABLE 5-1: 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]	
		Daytime	Nighttime
L1	Located north of the Project site near single-family residence at 5778 Joshua Palmer Way.	66.5	65.4
L2	Located east of the Project site near single-family residence at 350 Northwood Avenue.	60.1	60.0
L3	Located east of the Project site near The Lakes Assisted Living & Memory Care at 5801 Sun Lakes Boulevard.	54.4	57.8
L4	Located south of the Project site near single-family residence at 5933 Oakmont Drive.	66.2	59.7
L5	Located south of the Project site near single-family residence at 6111 Wingfoot Avenue.	59.4	56.2

[1] See Exhibit 5-A for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.
"Daytime" = 7:00 a.m. to 7:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Table 5-1 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 provides summary worksheets of the noise levels for each hour as well as the minimum, maximum, L_1, L_2, L_5, L_8, L_{25}, L_{50}, L_{90}, L_{95}, and L_{99} percentile noise levels observed during the daytime and nighttime periods.

EXHIBIT 5-A: NOISE MEASUREMENT LOCATIONS



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6 TRAFFIC NOISE METHODS AND PROCEDURES

The following section outlines the methods and procedures used to estimate and analyze the future traffic noise environment. According to the *Banning Point (TPM 38164) Traffic Assessment* prepared by Urban Crossroads, Inc., the proposed Project is anticipated to generate a total of 2,292 actual vehicle trip-ends per day (1,996 passenger car trips and 296 truck trips). The previously approved Sun Lakes Village North Specific Plan Amendment No. 5 Traffic Study (dated September 4, 2020) would generate 3,844 trips per day. (16) The *Banning Point (TPM 38164) Traffic Assessment* determined that the Project would generate 1,404 fewer passenger car trips and 148 fewer truck trips than the previously approved Sun Lakes Village North Specific Plan Amendment No. 5 Traffic Study. Even though the proposed Project results in an overall reduction in vehicle trips, the following off-site traffic noise analysis was prepared to assess the incremental noise level increase attributed fully to the proposed Project without any credit for the previously approved project.

6.1 FHWA TRAFFIC NOISE PREDICTION MODEL

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads, Inc. using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108. (17) This methodology is commonly used to describe the off-site traffic noise levels throughout California and is consistent with the City of Banning General Plan Noise Element. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL).

In California the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. (18) Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis. (19)

6.1.1 OFF-SITE TRAFFIC NOISE PREDICTION MODEL INPUTS

Table 6-1 presents the roadway parameters used to assess the Project's off-site transportation noise impacts. Table 6-1 identifies the twenty off-site study area roadway segments, the distance from the centerline to adjacent land use based on the functional roadway classifications per the City of Banning General Plan Mobility Element, and the posted vehicle speeds. The ADT volumes used in this study area presented on Table 6-2 are based on *Banning Point (TPM 38164) Traffic Assessment by Urban Crossroads, Inc.* for the following traffic scenarios. (16)

1. Existing

2. Existing + Project
3. Horizon Year (2040)
4. Horizon Year (2040) + Project

The ADT volumes vary for each roadway segment based on the existing traffic volumes and the combination of project traffic distributions. This analysis relies on a comparative evaluation of the off-site traffic noise impacts at the boundary of the right-of-way of the receiving adjacent land use, without and with project ADT traffic volumes from the Project traffic study.

TABLE 6-1: OFF-SITE ROADWAY PARAMETERS

ID	Roadway	Segment	Classification[1]	Receiving Land Use[2]	Distance from Centerline to Receiving Land Use (Feet)[3]	Vehicle Speed (mph)
1	Highland Springs Av.	n/o I-10 Fwy. WB Ramps	Urban Arterial	Non-Sensitive	67'	30
2	Highland Springs Av.	n/o 2nd St.	Urban Arterial	Non-Sensitive	67'	30
3	Highland Springs Av.	n/o 1st St.	Urban Arterial	Non-Sensitive	67'	30
4	Highland Springs Av.	s/o 1st St.	Urban Arterial	Sensitive	67'	30
5	1st St.	w/o Highland Springs Av.	Major	Sensitive	50'	45
6	Sun Lakes Blvd.	e/o Highland Springs Av.	Major	Sensitive	50'	35
7	Sun Lakes Blvd.	e/o Sun Lakes Village Dr.	Major	Sensitive	50'	35
8	Sun Lakes Blvd.	e/o Country Club Dr.	Major	Sensitive	50'	35

[1] City of Banning Circulation Element.
[2] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[3] Distance to receiving land use is based upon the right-of-way distances.

To quantify the off-site noise levels, the Project related truck trips were added to the heavy truck category in the FHWA noise prediction model. The addition of the Project related truck trips increases the percentage of heavy trucks in the vehicle mix. This approach recognizes that the FHWA noise prediction model is significantly influenced by the number of heavy trucks in the vehicle mix.

Table 6-3 provides the time of day (daytime, evening, and nighttime) vehicle splits. Table 6-4 shows the traffic flow by vehicle type (vehicle mix) used for all without Project traffic scenarios, and Tables 6-5 to 6-6 show the vehicle mixes used for the with Project traffic scenarios. Due to the added Project truck trips, the increase in Project traffic volumes and the distributions of trucks on the study area road segments, the percentage of autos, medium trucks and heavy trucks will vary for each of the traffic scenarios. This explains why the existing and future traffic volumes and vehicle mixes vary between seemingly identical study area roadway segments.

TABLE 6-2: AVERAGE DAILY TRAFFIC VOLUMES

ID	Roadway	Segment	Average Daily Traffic Volumes[1]			
			Existing		Horizon Year (2040)	
			Without Project	With Project	Without Project	With Project
1	Highland Springs Av.	n/o I-10 Fwy. WB Ramps	32,793	32,953	42,498	42,658
2	Highland Springs Av.	n/o 2nd St.	22,732	24,370	29,459	31,097
3	Highland Springs Av.	n/o 1st St.	15,725	17,417	21,649	23,341
4	Highland Springs Av.	s/o 1st St.	8,272	8,426	21,900	22,054
5	1st St.	w/o Highland Springs Av.	9,557	9,732	12,385	12,560
6	Sun Lakes Blvd.	e/o Highland Springs Av.	7,439	9,460	12,459	14,480
7	Sun Lakes Blvd.	e/o Sun Lakes Village Dr.	7,439	8,250	9,641	10,452
8	Sun Lakes Blvd.	e/o Country Club Dr.	6,635	7,690	8,598	9,654

[1] Banning Point (TPM 38164) Traffic Assessment, Urban Crossroads, Inc.

TABLE 6-3: TIME OF DAY VEHICLE SPLITS

Vehicle Type	Time of Day Splits[1]			Total of Time of Day Splits
	Daytime	Evening	Nighttime	
Autos	77.50%	12.90%	9.60%	100.00%
Medium Trucks	84.80%	4.90%	10.30%	100.00%
Heavy Trucks	86.50%	2.70%	10.80%	100.00%

[1] County of Riverside Office of Industrial Hygiene. Values rounded to the nearest one-hundredth.
"Daytime" = 7:00 a.m. to 7:00 p.m.; "Evening" = 7:00 p.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

TABLE 6-4: WITHOUT PROJECT VEHICLE MIX

Classification	Total % Traffic Flow[1]			Total
	Autos	Medium Trucks	Heavy Trucks	
All Segments	97.42%	1.84%	0.74%	100.00%

[1] County of Riverside Office of Industrial Hygiene. Values rounded to the nearest one-hundredth.

TABLE 6-5: EXISTING WITH PROJECT VEHICLE MIX

ID	Roadway	Segment	With Project[1]			
			Autos	Medium Trucks	Heavy Trucks	Total[2]
1	Highland Springs Av.	n/o I-10 Fwy. WB Ramps	86.92%	1.93%	11.16%	100.00%
2	Highland Springs Av.	n/o 2nd St.	86.52%	2.28%	11.20%	100.00%
3	Highland Springs Av.	n/o 1st St.	86.43%	2.41%	11.16%	100.00%
4	Highland Springs Av.	s/o 1st St.	87.09%	1.90%	11.01%	100.00%
5	1st St.	w/o Highland Springs Av.	87.09%	1.90%	11.01%	100.00%
6	Sun Lakes Blvd.	e/o Highland Springs Av.	86.53%	2.74%	10.72%	100.00%
7	Sun Lakes Blvd.	e/o Sun Lakes Village Dr.	88.15%	1.75%	10.11%	100.00%
8	Sun Lakes Blvd.	e/o Country Club Dr.	88.66%	1.67%	9.67%	100.00%

[1] Total of vehicle mix percentage values rounded to the nearest one-hundredth.

TABLE 6-6: HORIZON YEAR WITH PROJECT VEHICLE MIX

ID	Roadway	Segment	With Project[1]			
			Autos	Medium Trucks	Heavy Trucks	Total[2]
1	Highland Springs Av.	n/o I-10 Fwy. WB Ramps	86.90%	1.93%	11.17%	100.00%
2	Highland Springs Av.	n/o 2nd St.	86.59%	2.21%	11.20%	100.00%
3	Highland Springs Av.	n/o 1st St.	86.54%	2.29%	11.17%	100.00%
4	Highland Springs Av.	s/o 1st St.	86.95%	1.92%	11.13%	100.00%
5	1st St.	w/o Highland Springs Av.	87.04%	1.91%	11.05%	100.00%
6	Sun Lakes Blvd.	e/o Highland Springs Av.	86.64%	2.46%	10.89%	100.00%
7	Sun Lakes Blvd.	e/o Sun Lakes Village Dr.	87.87%	1.79%	10.34%	100.00%
8	Sun Lakes Blvd.	e/o Country Club Dr.	88.29%	1.72%	9.98%	100.00%

[1] Total of vehicle mix percentage values rounded to the nearest one-hundredth.

7 OFF-SITE TRAFFIC NOISE ANALYSIS

To assess the off-site transportation CNEL noise level impacts associated with the proposed Project, noise contours were developed based on the *Banning Point Focused Traffic Analysis*. (16) Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway.

7.1 TRAFFIC NOISE CONTOURS

Noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The 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. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. Tables 7-1 to 7-4 present a summary of the exterior traffic noise levels for each traffic condition. Appendix 7.1 includes the traffic noise level contours worksheets.

TABLE 7-1: EXISTING WITHOUT PROJECT CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Highland Springs Av.	n/o I-10 Fwy. WB Ramps	Non-Sensitive	76.0	169	364	784
2	Highland Springs Av.	n/o 2nd St.	Non-Sensitive	74.4	132	285	614
3	Highland Springs Av.	n/o 1st St.	Non-Sensitive	72.8	104	223	480
4	Highland Springs Av.	s/o 1st St.	Sensitive	70.0	67	145	313
5	1st St.	w/o Highland Springs Av.	Sensitive	74.9	107	230	495
6	Sun Lakes Blvd.	e/o Highland Springs Av.	Sensitive	72.1	69	148	318
7	Sun Lakes Blvd.	e/o Sun Lakes Village Dr.	Sensitive	72.1	69	148	318
8	Sun Lakes Blvd.	e/o Country Club Dr.	Sensitive	71.6	64	137	295

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-2: EXISTING WITH PROJECT CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Highland Springs Av.	n/o I-10 Fwy. WB Ramps	Non-Sensitive	76.0	169	364	784
2	Highland Springs Av.	n/o 2nd St.	Non-Sensitive	74.7	139	299	645
3	Highland Springs Av.	n/o 1st St.	Non-Sensitive	73.3	111	239	515
4	Highland Springs Av.	s/o 1st St.	Sensitive	70.1	68	145	313
5	1st St.	w/o Highland Springs Av.	Sensitive	74.9	107	230	495
6	Sun Lakes Blvd.	e/o Highland Springs Av.	Sensitive	73.0	79	170	367
7	Sun Lakes Blvd.	e/o Sun Lakes Village Dr.	Sensitive	72.1	69	149	321
8	Sun Lakes Blvd.	e/o Country Club Dr.	Sensitive	71.6	64	138	298

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-3: HORIZON YEAR WITHOUT PROJECT CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Highland Springs Av.	n/o I-10 Fwy. WB Ramps	Non-Sensitive	77.2	201	433	932
2	Highland Springs Av.	n/o 2nd St.	Non-Sensitive	75.6	157	339	730
3	Highland Springs Av.	n/o 1st St.	Non-Sensitive	74.2	128	276	595
4	Highland Springs Av.	s/o 1st St.	Sensitive	74.3	129	278	599
5	1st St.	w/o Highland Springs Av.	Sensitive	76.1	127	273	588
6	Sun Lakes Blvd.	e/o Highland Springs Av.	Sensitive	74.3	97	208	449
7	Sun Lakes Blvd.	e/o Sun Lakes Village Dr.	Sensitive	73.2	82	176	378
8	Sun Lakes Blvd.	e/o Country Club Dr.	Sensitive	72.7	76	163	351

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-4: HORIZON YEAR WITH PROJECT CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Highland Springs Av.	n/o I-10 Fwy. WB Ramps	Non-Sensitive	77.2	201	433	932
2	Highland Springs Av.	n/o 2nd St.	Non-Sensitive	75.8	163	352	758
3	Highland Springs Av.	n/o 1st St.	Non-Sensitive	74.6	135	290	626
4	Highland Springs Av.	s/o 1st St.	Sensitive	74.3	129	278	599
5	1st St.	w/o Highland Springs Av.	Sensitive	76.1	127	273	589
6	Sun Lakes Blvd.	e/o Highland Springs Av.	Sensitive	74.9	106	228	491
7	Sun Lakes Blvd.	e/o Sun Lakes Village Dr.	Sensitive	73.2	82	177	381
8	Sun Lakes Blvd.	e/o Country Club Dr.	Sensitive	72.7	76	164	354

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

7.2 EXISTING PROJECT TRAFFIC NOISE LEVEL INCREASES

An analysis of existing traffic noise levels plus traffic noise generated by the proposed Project has been included in this report for informational purposes and to fully analyze all the existing traffic scenarios identified in the Traffic Study. However, the analysis of existing off-site traffic noise levels plus traffic noise generated by the proposed Project scenario will not actually occur since the Project would not be fully constructed and operational until opening year conditions. Table 7-1 shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior noise levels range from 70.0 to 76.0 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 shows the Existing with Project conditions ranging from 70.1 to 76.0 dBA CNEL. Table 7-5 shows that the Project off-site traffic noise level increases range from 0.0 to 0.9 dBA CNEL on the study area roadway segments. Based on the significance criteria for off-site traffic noise presented in Section 4.1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

7.3 HORIZON YEAR TRAFFIC NOISE LEVEL INCREASES

Table 7-3 presents the Horizon Year without Project conditions CNEL noise levels. The Horizon Year without Project exterior noise levels range from 72.7 to 77.2 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 shows that the Horizon Year with Project conditions will range from 72.7 to 77.2 dBA CNEL. Table 7-6 shows that the Project off-site traffic noise level increases range from 0.0 to 0.6 dBA CNEL on the study area roadway segments. Based on the significance criteria for off-site traffic noise presented in Section 4.1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

TABLE 7-5: EXISTING WITH PROJECT TRAFFIC NOISE LEVEL INCREASES

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Highland Springs Av.	n/o I-10 Fwy. WB Ramps	Non-Sensitive	76.0	76.0	0.0	1.5	No
2	Highland Springs Av.	n/o 2nd St.	Non-Sensitive	74.4	74.7	0.3	1.5	No
3	Highland Springs Av.	n/o 1st St.	Non-Sensitive	72.8	73.3	0.5	1.5	No
4	Highland Springs Av.	s/o 1st St.	Sensitive	70.0	70.1	0.1	1.5	No
5	1st St.	w/o Highland Springs Av.	Sensitive	74.9	74.9	0.0	1.5	No
6	Sun Lakes Blvd.	e/o Highland Springs Av.	Sensitive	72.1	73.0	0.9	1.5	No
7	Sun Lakes Blvd.	e/o Sun Lakes Village Dr.	Sensitive	72.1	72.1	0.0	1.5	No
8	Sun Lakes Blvd.	e/o Country Club Dr.	Sensitive	71.6	71.6	0.0	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

TABLE 7-6: HORIZON YEAR WITH PROJECT TRAFFIC NOISE LEVEL INCREASES

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Highland Springs Av.	n/o I-10 Fwy. WB Ramps	Non-Sensitive	77.2	77.2	0.0	1.5	No
2	Highland Springs Av.	n/o 2nd St.	Non-Sensitive	75.6	75.8	0.2	1.5	No
3	Highland Springs Av.	n/o 1st St.	Non-Sensitive	74.2	74.6	0.4	1.5	No
4	Highland Springs Av.	s/o 1st St.	Sensitive	74.3	74.3	0.0	1.5	No
5	1st St.	w/o Highland Springs Av.	Sensitive	76.1	76.1	0.0	1.5	No
6	Sun Lakes Blvd.	e/o Highland Springs Av.	Sensitive	74.3	74.9	0.6	1.5	No
7	Sun Lakes Blvd.	e/o Sun Lakes Village Dr.	Sensitive	73.2	73.2	0.0	1.5	No
8	Sun Lakes Blvd.	e/o Country Club Dr.	Sensitive	72.7	72.7	0.0	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

8 SENSITIVE RECEIVER LOCATIONS

To assess the potential for long-term operational and short-term construction noise impacts, the following sensitive receiver locations, as shown on Exhibit 8-A, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

To describe the potential off-site Project noise levels, five receiver locations in the vicinity of the Project site were identified. All distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever is closer to the Project site. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA, as previously described in Section 5.2. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location.

R1: Location R1 represents the existing noise sensitive residence at 5778 Joshua Palmer Way, approximately 543 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents the existing noise sensitive residence at 301 Northwood Avenue, approximately 725 feet east of the Project site. Receiver R2 is placed at the private outdoor living area (backyard). A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents the existing noise sensitive Assisted Living and Memory Care at 5801Sun Lakes Boulevard, approximately 110 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken, L3, to describe the existing ambient noise environment.

R4: Location R4 represents the existing noise sensitive residence at 5831 Oakmont Drive, approximately 115 feet south of the Project site. Receiver R4 is placed at the private outdoor living area (backyard). A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

R5: Location R5 represents the existing noise sensitive residence at 6111 Wingfoot Avenue, approximately 134 feet south of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R5 is placed at the building façade. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

EXHIBIT 8-A: SENSITIVE RECEIVER LOCATIONS



9 OPERATIONAL NOISE IMPACTS

This section analyzes the potential stationary-source operational noise impacts at the nearest receiver locations, identified in Section 8, resulting from the operation of the Banning Point Project. Exhibit 9-A identifies the representative noise source activities used to assess the operational noise levels.

9.1 OPERATIONAL NOISE SOURCES

This operational noise analysis is intended to describe noise level impacts associated with the typical daytime and nighttime activities at the Project site. The on-site Project-related noise sources are expected to include: loading dock activity, roof-top air conditioning units, drive-through speakerphone, trash enclosure activity, parking lot vehicle movements, and truck movements.

9.2 REFERENCE NOISE LEVELS

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. This section provides a detailed description of the reference noise level measurements shown on Table 9-1 used to estimate the Project operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with the loading dock activity, roof-top air conditioning units, drive-through speakerphone, trash enclosure activity, parking lot vehicle movements, and truck movements all operating at the same time. These sources of noise activity will likely vary throughout the day.

9.2.1 MEASUREMENT PROCEDURES

The reference noise level measurements presented in this section were collected using a Larson Davis LxT Type 1 precisions sound level meter (serial number 01146). The LxT sound level meter was calibrated using a Larson-Davis calibrator, Model CAL 200, was programmed in "slow" mode to record noise levels in "A" weighted form and was located at approximately five feet above the ground elevation for each measurement. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (15)

EXHIBIT 9-A: OPERATIONAL NOISE SOURCE LOCATIONS

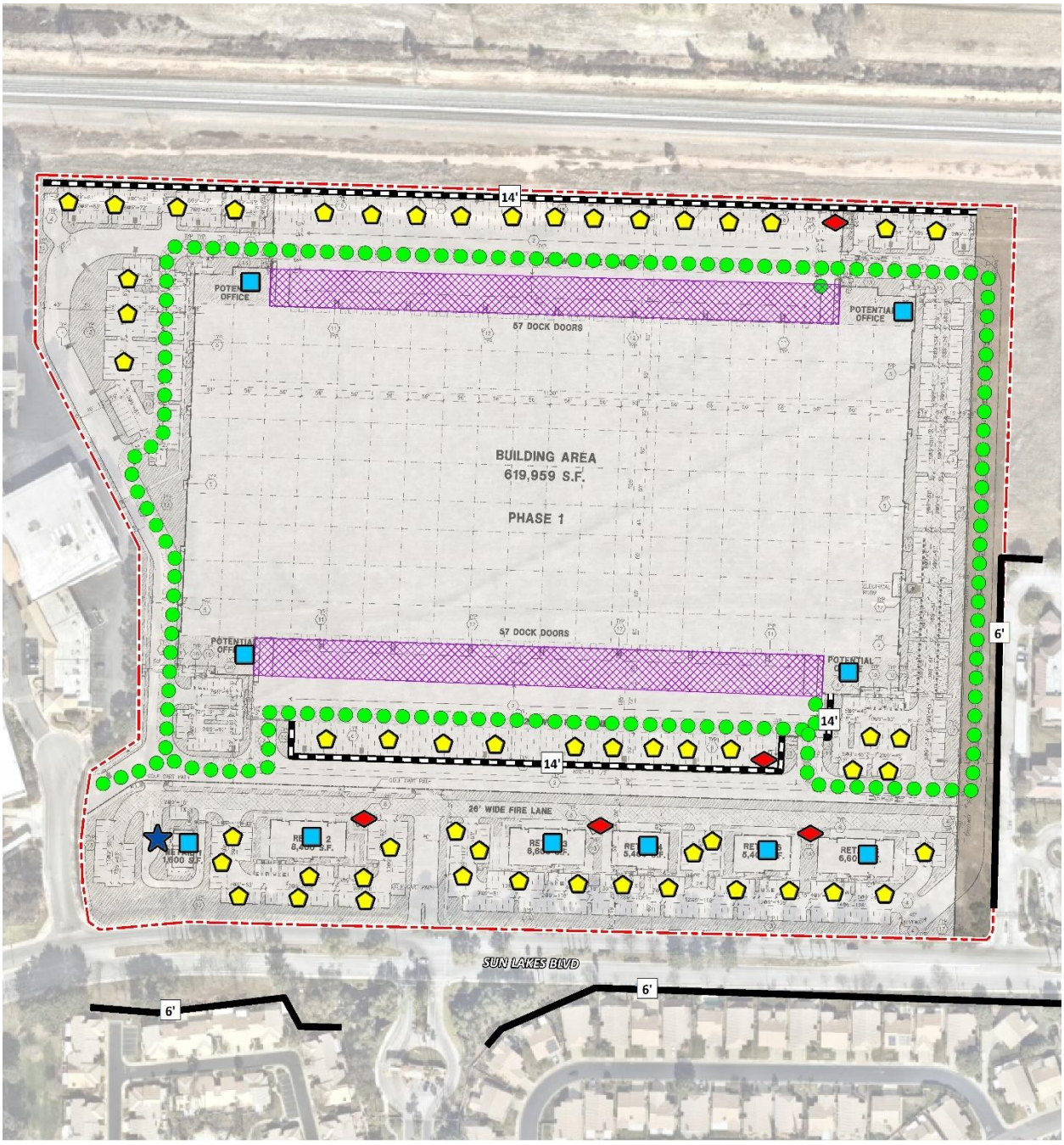

TABLE 9-1: REFERENCE NOISE LEVEL MEASUREMENTS

Noise Source[1]	Noise Source Height (Feet)	Min./ Hour[2]		Reference Noise Level (dBA L_{eq}) @ 50 Feet	Sound Power Level (dBA)[3]
		Day	Night		
Cold Storage Loading Dock Activity	8'	60	60	65.7	111.5
Roof-Top Air Conditioning Units	5'	39	28	59.2	88.9
Drive-Thru Activity	3'	60	30	51.5	83.2
Trash Enclosure Activity	5'	10	10	59.3	89.0
Parking Lot Vehicle Movements	5'	60	60	56.1	79.0
Truck Movements	8'	60	60	58.0	93.2

[1] As measured by Urban Crossroads, Inc.

[2] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

[3] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.

9.2.2 COLD STORAGE LOADING DOCK ACTIVITY

To describe the loading dock activities, a reference noise level measurement was collected to represent the truck activities. The reference noise level measurement was taken in the center of the loading dock activity area and represents multiple concurrent noise sources resulting in a combined noise level of 65.7 dBA L_{eq} at a uniform distance of 50 feet. Specifically, the reference noise level measurement represents one truck located approximately 30 feet from the noise level meter with another truck passing by to park roughly 20 feet away, both with their engines idling. Throughout the reference noise level measurement, a separate docked and running reefer truck was located approximately 50 feet east of the measurement location. Additional background noise sources included truck pass-by noise, truck drivers talking to each other next to docked trucks, and air brake release noise when trucks parked.

9.2.3 ROOF-TOP AIR CONDITIONING UNITS

The noise level measurements describe a single mechanical roof-top air conditioning unit. The reference noise level represents a Lennox SCA120 series 10-ton model packaged air conditioning unit. At the uniform reference distance of 50 feet, the reference noise levels are 59.2 dBA L_{eq}. Based on the typical operating conditions observed over a four-day measurement period, the roof-top air conditioning units are estimated to operate for and average 39 minutes per hour during the daytime hours, and 28 minutes per hour during the nighttime hours. These operating conditions reflect peak summer cooling requirements with measured temperatures approaching 96 degrees Fahrenheit (°F) with average daytime temperatures of 82°F. For this noise analysis, the air conditioning units are expected to be located on the roof of the Project buildings.

9.2.4 DRIVE-THRU SPEAKERPHONE ACTIVITY

To describe the potential noise level impacts associated with potential drive-thru speakerphones and vehicle activities, a reference noise level measurement was collected. The reference noise

levels collected are expected to reflect potential drive-thru speakerphone noise level activities at the Project site, since the reference measurement includes both drive-thru speakerphone and vehicle activity noise. The noise sources included in the reference noise level measurement consist of voices of the employees over the speakerphone, customers' voices ordering food, car engines idling, car radios playing music, and cars queuing in the drive-thru lane. At 50 feet from the speakerphone, a reference noise level of 51.5 dBA L_{eq} was measured.

9.2.5 TRASH ENCLOSURE ACTIVITY

To describe the noise levels associated with a trash enclosure activity, Urban Crossroads collected a reference noise level measurement at an existing trash enclosure containing two dumpster bins. The trash enclosure noise levels describe metal gates opening and closing, metal scraping against concrete floor sounds, dumpster movement on metal wheels, and trash dropping into the metal dumpster. The reference noise levels describe trash enclosure noise activities when trash is dropped into an empty metal dumpster, as would occur at the Project Site. The measured reference noise level at the uniform 50-foot reference distance is 57.3 dBA L_{eq} for the trash enclosure activity. The reference noise level describes the expected noise source activities associated with the trash enclosures for the Project's proposed building. Typical trash enclosure activities are estimated to occur for 10 minutes per hour.

9.2.6 PARKING LOT VEHICLE MOVEMENTS

To describe the on-site parking lot activity a reference noise level of 56.1 dBA L_{eq} at 50 feet is used. Parking activities are expected to take place during the full hour (60 minutes) throughout the daytime and evening hours. The parking lot noise levels are mainly due cars pulling in and out of parking spaces.

9.2.6 TRUCK MOVEMENTS

The truck movements reference noise level measurement was collected over a period of 1 hour and 28 minutes and represents multiple heavy trucks entering and exiting the outdoor loading dock area producing a reference noise level of 59.8 dBA L_{eq} at 50 feet. The noise sources included at this measurement location account for trucks entering and existing the Project driveways and maneuvering in and out of the outdoor loading dock activity area.

9.3 CADNAA NOISE PREDICTION MODEL

To fully describe the exterior operational noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels.

Using the ISO 9613-2 protocol, CadnaA will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by noise source. Consistent with the ISO 9613-2 protocol, the CadnaA noise

prediction model relies on the reference sound power level (L_w) to describe individual noise sources. While sound pressure levels (e.g., L_{eq}) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels (L_w) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish because of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment.

The operational noise level calculations provided in this noise study account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the noise analysis to account for mixed ground representing a combination of hard and soft surfaces. Appendix 9.1 includes the detailed noise model inputs used to estimate the Project operational noise levels presented in this section including the planned noise barriers.

9.4 PROJECT OPERATIONAL NOISE LEVELS

Using the reference noise levels to represent the proposed Project operations that include loading dock activity, roof-top air conditioning units, drive-through speakerphone, trash enclosure activity, parking lot vehicle movements, and truck movements, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Table 9-2 shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 38.4 to 47.5 dBA L_{eq}.

Table 9-3 shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 37.4 to 46.5 dBA L_{eq}. The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity with no nighttime car wash tunnel or vacuum operations.

TABLE 9-2: DAYTIME PROJECT OPERATIONAL NOISE LEVELS

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Cold Storage Loading Dock Activity	47.3	37.3	34.7	44.1	44.5
Roof-Top Air Conditioning Units	31.0	26.8	36.1	39.1	37.7
Drive-Thru Activity	0.0	0.0	0.0	0.0	8.5
Trash Enclosure Activity	13.8	15.3	22.9	25.6	23.1
Parking Lot Vehicle Movements	22.3	22.5	31.5	34.7	35.1
Truck Movements	29.9	29.0	42.3	29.8	30.8
Total (All Noise Sources)	**47.5**	**38.4**	**44.1**	**45.8**	**45.9**

[1] See Exhibit 9-A for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1.

TABLE 9-3: NIGHTTIME PROJECT OPERATIONAL NOISE LEVELS

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Cold Storage Loading Dock Activity	46.3	36.4	33.7	43.1	43.5
Roof-Top Air Conditioning Units	28.6	24.4	33.7	36.7	35.3
Drive-Thru Activity	0.0	0.0	0.0	0.0	4.5
Trash Enclosure Activity	12.9	14.4	21.9	24.6	22.1
Parking Lot Vehicle Movements	21.3	21.5	30.5	33.7	34.1
Truck Movements	29.0	28.1	41.3	28.9	29.8
Total (All Noise Sources)	**46.5**	**37.4**	**42.9**	**44.5**	**44.7**

[1] See Exhibit 9-A for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1.

9.5 PROJECT OPERATIONAL NOISE LEVEL COMPLIANCE

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds and the adjusted standards to reflect the ambient noise levels based on the City of Banning exterior noise level standards at nearest noise-sensitive receiver locations. Table 9-4 shows the operational noise levels associated with Banning Point Project will satisfy the County of San Bernardino exterior noise level standards at the nearest receiver locations with the planned 14-foot-high screen wall on the northern project boundary and the southern loading dock boundary as shown on Exhibit 9-A. Therefore, the operational noise impacts are considered *less than significant* at the nearest noise-sensitive receiver locations.

TABLE 9-4: OPERATIONAL NOISE LEVEL COMPLIANCE

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)		Noise Level Standards Exceeded?[5]	
	Daytime	Nighttime	Daytime[3]	Nighttime[4]	Daytime	Nighttime
R1	47.5	46.5	60	65.4	No	No
R2	38.4	37.4	60	60.0	No	No
R3	44.1	42.9	60	57.8	No	No
R4	45.8	44.5	60	59.7	No	No
R5	45.9	44.7	60	56.2	No	No

[1] See Exhibit 8-A for the receiver locations.
[2] Proposed Project operational noise levels as shown on Tables 9-2 and 9-3.
[3] Exterior noise level standards, as shown on Table 4-1.
[4] Exterior noise level standards adjusted to reflect the ambient noise levels (see Table 5-1) per the City of Banning Municipal Code, Chapter 8.44.050 (Appendix 3.1).
[5] Do the estimated Project operational noise source activities exceed the noise level standards? "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

9.6 PROJECT OPERATIONAL NOISE LEVEL INCREASES

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearest receiver locations potentially impacted by Project operational noise sources. Since the units used to measure noise, decibels (dB), are logarithmic units, the Project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. (2) Instead, they must be logarithmically added using the following base equation:

$$SPL_{Total} = 10\log_{10}[10^{SPL1/10} + 10^{SPL2/10} + \ldots 10^{SPLn/10}]$$

Where "SPL1," "SPL2," etc. are equal to the sound pressure levels being combined, or in this case, the Project-operational and existing ambient noise levels. The difference between the combined Project and ambient noise levels describes the Project noise level increases to the existing ambient noise environment. As indicated on Tables 9-5 and 9-6, the Project will generate daytime and nighttime operational noise level increases ranging from 0.0 to 0.4 dBA L_{eq} at the nearest receiver locations. Project-related operational noise level increases will satisfy the operational noise level increase significance criteria presented on Table 4-1. Therefore, the incremental Project operational noise level increase is considered *less than significant* at all receiver locations.

TABLE 9-5: DAYTIME PROJECT OPERATIONAL NOISE LEVEL INCREASES

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?[7]
R1	47.5	L1	61.3	61.4	0.1	3.0	No
R2	38.4	L2	60.1	60.1	0.0	3.0	No
R3	44.1	L3	54.4	54.8	0.4	5.0	No
R4	45.8	L4	66.2	66.2	0.0	1.5	No
R5	45.9	L5	59.4	59.6	0.2	5.0	No

[1] See Exhibit 8-A for receiver locations.
[2] Total Project daytime operational noise levels as shown on Table 9-3.
[3] Reference noise level measurement locations as shown on Exhibit 5-A.
[4] Observed daytime ambient noise levels as shown on Table 5-1.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance Criteria as shown on Table 4-1.

TABLE 9-6: NIGHTTIME OPERATIONAL NOISE LEVEL INCREASES

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?[7]
R1	46.5	L1	58.8	59.0	0.0	0.0	No
R2	37.4	L2	60.0	60.0	0.0	1.5	No
R3	42.9	L3	57.8	57.9	0.1	5.0	No
R4	44.5	L4	59.7	59.8	0.1	5.0	No
R5	44.7	L5	56.2	56.5	0.3	5.0	No

[1] See Exhibit 8-A for receiver locations.
[2] Total Project nighttime operational noise levels as shown on Table 9-3.
[3] Reference noise level measurement locations as shown on Exhibit 5-A.
[4] Observed nighttime ambient noise levels as shown on Table 5-1.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance Criteria as shown on Table 4-1.

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10 CONSTRUCTION IMPACTS

This section analyzes potential impacts resulting from the short-term construction activities associated with the development of the Project. Exhibit 10-A shows the construction noise source locations in relation to the nearest sensitive receiver locations previously described in Section 6.

10.1 CONSTRUCTION NOISE LEVELS

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

10.2 CONSTRUCTION REFERENCE NOISE LEVELS

To describe peak construction noise activities, this construction noise analysis was prepared using reference noise level measurements published in the Update of Noise Database for Prediction of Noise on Construction and Open Sites by the Department for Environment, Food and Rural Affairs (DEFRA). (20). The DEFRA database provides the most recent and comprehensive source of reference construction noise levels. Table 10-1 provides a summary of the DEFRA construction reference noise level measurements expressed in hourly average dBA Leq using the estimated FHWA Roadway Construction Noise Model (RCNM) usage factors (21) to describe the typical construction activities for each stage of Project construction.

EXHIBIT 10-A: CONSTRUCTION NOISE SOURCE AND RECEIVER LOCATIONS



TABLE 10-1: TYPICAL CONSTRUCTION REFERENCE NOISE LEVELS

Construction Stage	Reference Construction Activity[1]	Reference Noise Level @ 50 Feet (dBA L_{eq})[1]	Highest Reference Noise Level (dBA L_{eq})
Site Preparation	Crawler Tractors	77	77
	Hauling Trucks	71	
	Rubber Tired Dozers	71	
Grading	Graders	79	79
	Excavators	64	
	Compactors	67	
Building Construction	Cranes	67	72
	Tractors	72	
	Welders	65	
Paving	Pavers	70	70
	Paving Equipment	69	
	Rollers	69	
Architectural Coating	Cranes	67	67
	Air Compressors	67	
	Generator Sets	67	

[1] Update of Noise Database for Prediction of Noise on Construction and Open Sites by the Department for Environment, Food and Rural Affairs (DEFRA) expressed in hourly average L_{eq} based on estimated usage factors from the FHWA Roadway Construction Noise Model (RCNM).

10.3 TYPICAL CONSTRUCTION NOISE ANALYSIS

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearest sensitive receiver locations were completed. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. As shown on Table 10-2, the construction noise levels are expected to range from 48.9 to 69.0 dBA L_{eq}, and the highest construction levels are expected to range from 60.9 to 69.0 dBA L_{eq} at the nearest receiver locations from the property line. Appendix 10.1 includes the detailed CadnaA construction noise model inputs.

TABLE 10-2: TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	65.9	67.9	60.9	58.9	55.9	67.9
R2	58.9	60.9	53.9	51.9	48.9	60.9
R3	67.0	69.0	62.0	60.0	57.0	69.0
R4	66.5	68.5	61.5	59.5	56.5	68.5
R5	66.2	68.2	61.2	59.2	56.2	68.2

[1] Noise receiver locations are shown on Exhibit 10-A.
[2] Construction noise level calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1.

10.4 TYPICAL CONSTRUCTION NOISE LEVEL COMPLIANCE

The construction noise analysis shows that the highest construction noise levels will occur when construction activities take place at the closest point from the edge of primary construction activity to each of the nearby receiver locations. To evaluate whether the Project will generate potentially significant short-term noise levels at off-site sensitive receiver locations, the City of Banning interior construction noise level limit for residential uses of 55 dBA L_{eq}, previously described in Section 3, is used as the acceptable threshold for construction noise at the nearby sensitive receiver locations.

The interior noise level is the difference between the predicted exterior noise level at the building facade and the noise reduction of the structure. Typical building construction will provide a Noise Reduction (NR) of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed." (4) (22) However, sound leaks, cracks and openings within the window assembly can greatly diminish its effectiveness in reducing noise. Several methods are used to improve interior noise reduction, including: (1) weather-stripped solid core exterior doors; (2) upgraded dual glazed windows; (3) mechanical ventilation/air conditioning; and (4) exterior wall/roof assembles free of cut outs or openings.

Table 10-3 shows the highest construction noise levels will range from 35.9 to 44.0 dBA L_{eq} with the estimated interior noise reduction of 25 dBA L_{eq}, and will satisfy the 55 dBA L_{eq} City of Banning interior construction noise level standard. The noise impact due to unmitigated Project construction noise levels is, therefore, considered a *less than significant* impact at the nearest sensitive receiver locations.

TABLE 10-3: TYPICAL CONSTRUCTION NOISE LEVEL COMPLIANCE

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})				
	Highest Construction Noise Levels[2]	Interior Noise Reduction	Estimated Interior Noise Level Reduction	Threshold[3]	Threshold Exceeded?[4]
R1	67.9	-25	43	55	No
R2	60.9	-25	36	55	No
R3	69.0	-25	44	55	No
R4	68.5	-25	44	55	No
R5	68.2	-25	43	55	No

[1] Noise receiver locations are shown on Exhibit 10-A.
[2] Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 10-2.
[3] Construction Noise Level Threshold as shown on Table 4-1.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?

10.5 CONSTRUCTION VIBRATION ANALYSIS

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibration levels associated with various types of construction equipment are summarized on Table 10-4. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for human response (annoyance) and building damage using the following vibration assessment methods defined by the FTA. To describe the vibration impacts the FTA provides the following equation: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

TABLE 10-4: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

Table 10-5 presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 110 to 725 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.001 to 0.010 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Project construction vibration levels will satisfy the building damage thresholds at all the noise sensitive receiver locations. In addition, the typical construction vibration levels at the nearest sensitive

receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site boundaries.

TABLE 10-5: CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Receiver[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]					Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Highest Vibration Level		
R1	543'	0.000	0.000	0.001	0.001	0.001	0.3	No
R2	725'	0.000	0.000	0.000	0.001	0.001	0.3	No
R3	110'	0.000	0.004	0.008	0.010	0.010	0.3	No
R4	115'	0.000	0.004	0.008	0.009	0.009	0.3	No
R5	134'	0.000	0.003	0.006	0.007	0.007	0.3	No

[1] Receiver locations are shown on Exhibit 10-A.
[2] Distance from receiver location to Project construction boundary (Project site boundary).
[3] Based on the Vibration Source Levels of Construction Equipment (Table 10-4).
[4] Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Tables 19, p. 310.
[5] Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity

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11 REFERENCES

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20. **Department of Environment, Food and Rural Affiars (Defra).** *Update of Noise Database for Prediction of Noise on Construction and Open Sites.* 2004.
21. **FHWA.** *Roadway Construction Noise Model.* January 2006.

22. **California Department of Transportation.** *Traffic Noise Analysis Protocol.* May 2011.

12 CERTIFICATION

The contents of this noise study report represent an accurate depiction of the noise environment and impacts associated with the proposed Banning Point Project. The information contained in this noise study report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (949) 584-3148.

Bill Lawson, P.E., INCE
Principal
URBAN CROSSROADS, INC.
1133 Camelback #8329
Newport Beach, CA 92658
(949) 581-3148
blawson@urbanxroads.com



EDUCATION

Master of Science in Civil and Environmental Engineering
California Polytechnic State University, San Luis Obispo • December, 1993

Bachelor of Science in City and Regional Planning
California Polytechnic State University, San Luis Obispo • June, 1992

PROFESSIONAL REGISTRATIONS

PE – Registered Professional Traffic Engineer – TR 2537 • January, 2009
AICP – American Institute of Certified Planners – 013011 • June, 1997–January 1, 2012
PTP – Professional Transportation Planner • May, 2007 – May, 2013
INCE – Institute of Noise Control Engineering • March, 2004

PROFESSIONAL AFFILIATIONS

ASA – Acoustical Society of America
ITE – Institute of Transportation Engineers

PROFESSIONAL CERTIFICATIONS

Certified Acoustical Consultant – County of Orange • February, 2011
FHWA-NHI-142051 Highway Traffic Noise Certificate of Training • February, 2013

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APPENDIX 3.1:

CITY OF BANNING MUNICIPAL CODE

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Chapter 8.44 - NOISE

8.44.010 - Purpose.

The purpose of this chapter is to establish criteria and standards for the regulation of noise levels within the city and to implement the noise provisions contained in the city's General Plan.

(Code 1965, § 11D-01.)

8.44.020 - Findings.

It is hereby found and declared that:

A. The making, creation or maintenance of excessive, unnecessary, unnatural or unusually loud noises which are prolonged, unusual and unnatural in their time, place and use, affect and are a detriment to public health, comfort, convenience, safety, welfare and prosperity of the residents of the city; and

B. The necessity for the provisions and prohibitions hereinafter contained and enacted is hereby declared as a matter of legislative determination and public policy. It is further declared that the provisions and prohibitions hereinafter contained and enacted are in pursuance of and for the purpose of securing and promoting the public health, comfort, convenience, safety, welfare and prosperity and the peace and quiet of the city.

(Code 1965, § 11D-02.)

8.44.030 - Definitions.

"Ambient noise" shall mean the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding any intrusive noise.

"Capital Improvement" shall mean major construction, acquisition or maintenance/repair projects. Typical examples of major construction would include new street improvements, park development and construction of public buildings or structures, treatment plants. Structures include lighting, sewer and water pipelines and other related utility structures including treatment plants, gas, electric and other infrastructure, landscaping and drainage facilities and all other public infrastructure. "Acquisitions" include the acquisition of land or interest in land. Major maintenance/repairs may include street resurfacing and modifications to public buildings and structures.

"Commercial purpose" shall mean the use, operation or maintenance of any sound-amplifying equipment for the purpose of advertising any business, goods or services and/or for the purpose of advertising or attracting the attention of the public to or soliciting patronage for any performance, entertainment, exhibition or event, or for the purpose of demonstrating any such sound equipment.

"Cumulative time period" shall mean a period of time composed of individual time segments which may be continuous or interrupted.

"Decibel (dB)" shall mean a measurement unit of sound pressure level which denotes the ratio between two quantities which are proportional to power; the number of decibels corresponding to the ratio of two amounts of power is ten times the logarithm to the base ten of this ratio.

"Governmental agency" shall mean the United States (federal government), the State of California, Riverside County, the City of Banning, the school district and any special district within Riverside County or any combination of these agencies.

"Impact noise" shall mean the sound produced by the impact or collision of one moving object or mass with a second object or mass that is stationary or moving.

"Intrusive noise" shall mean a sound which intrudes over and above the existing ambient noise level at a given location.

"Motor-driven vehicle" shall include, but not be limited to, any automobile, truck, van, bus, motorcycle, minibike, go-cart or other self-propelled vehicle, on or off road, and aircraft.

"Noise" shall mean any sound that is loud or disturbing or that interferes with one's ability to hear some other sound.

"Noise level" shall mean the "A" weighted sound pressure level in decibels audible to humans obtained by using a sound level meter. The unit of noise level measurement shall be designated as dB(A).

"Person" shall mean a person, firm, association, copartnership, joint venture, corporation or any entity, public or private in nature.

"Public property" shall mean property that is owned by any governmental agency as indicated in this section or held by the public, including, but not limited to, parks, streets, sidewalks, and alleys.

"Simple tone noise" shall mean a noise characterized by a predominant frequency or frequencies so that other frequencies cannot be readily distinguished.

"Sound pressure level of a sound, in decibels" shall mean twenty times the logarithm to the base ten of the ratio of the pressure of this sound to the reference pressure, which reference pressure shall be explicitly stated.

As used in Section 8.44.090(H), "person of normal hearing sensitivity" means a person who has a hearing threshold level of between zero decibels and twenty-five decibels HL averaged over frequencies 500, 1000, and 2000 Hertz.

(Code 1965, § 11D-03.)

(Ord. No. 1454, § 4, 10-9-12)

8.44.040 - Noise level measurement criteria.

A. Any noise level measurement, made pursuant to the provisions of this chapter, shall be determined by using a sound level meter that meets the minimum requirements of the American National Standard Institute for sound level meters, or by using an instrument with associated recording and analyzing equipment that will provide equivalent data.

B. The factors which shall be considered in determining whether a violation of the provisions of this section exists shall include, but not be limited to, the following:

1. The sound level of the objectionable noise;
2. The sound level of the ambient noise;
3. The proximity of the noise to residential sleeping facilities;
4. The nature and zoning of the area within which the noise emanates;
5. The number of persons affected by the noise source;
6. The time of day or night the noise occurs;
7. The duration of the noise and its tonal, informational or musical content;
8. Whether the noise is produced by a commercial or noncommercial activity;

C. The above factors shall be considered in addition to the noise levels set forth in this section in determining a violation. However, noises do not necessarily need to exceed those noise level limits to be considered unnecessary or unusual so as to cause discomfort or annoyance to persons in the area.

(Code 1965, § 11D-04.)

8.44.050 - Base ambient noise level.

All ambient noise measurements shall commence at the base ambient noise levels in decibels within the respective times and zones as follows:

Decibels	Time	Zone Use
45 dB(A)	10:00 p.m. — 7:00 a.m.	Residential
55 dB(A)	7:00 a.m. — 10:00 p.m.	Residential
75 dB(A)	Anytime	Industrial and commercial

Actual decibel measurements exceeding the levels set forth hereinabove at the times and within the zones corresponding thereto shall be employed as the "base ambient noise level" referred to in this chapter. Otherwise, no ambient noise shall be deemed to be less than the above specified levels.

(Code 1965, § 11D-05.)

8.44.060 - Exterior noise level measurement.

Except as otherwise specifically provided herein, all reference to "exterior noise" or "exterior noise levels" as used in this chapter shall be as measured at any point relative to the closest point of the source of the noise at the property line of the complaining party. Measurements will not be made during extraordinary times, such as during the movement of a nearby train or airplane.

(Code 1965, § 11D-06.)

8.44.070 - Maximum residential noise levels.

No noise level shall exceed the following for the duration periods specified:

Noise Level Exceeded	Maximum Duration Period
5 dB(A) above BANL	15 minutes any hour
10 dB(A) above BANL	5 minutes any hour
15 dB(A) above BANL	1 minute any hour
20 dB(A) above BANL	Not permitted

(Code 1965, § 11D-07.)

8.44.080 - Maximum nonresidential noise levels.

Any provision contained herein to the contrary notwithstanding, no exterior noise level shall exceed the base ambient noise levels (BANL) for nonresidential land uses set forth in any development agreement applicable to such development or as otherwise specifically set forth in any development standard which is by its terms enforceable by the city against the noise maker.

(Code 1965, § 11D-08.)

8.44.085 - Noise from public/governmental services exempt.

Sound emanating from the following sources is exempt from the provisions of this chapter:

A. Capital improvement projects of a governmental agency.

B. Maintenance and repair of public properties by a governmental agency.

C. Public safety personnel in the course of executing their official duties, including, but not limited to, sworn peace officers, emergency personnel, and public utility personnel. This exemption includes, without limitation, sound emanating from all equipment used by such personnel, whether stationary or mobile, so long as such sound is reasonably related to, and necessary for, the undertaking of official public safety duties.

(Ord. No. 1454, § 2, 10-9-12)

8.44.090 - Noises prohibited—Unnecessary noise standard.

Any other provision of this chapter notwithstanding, the following acts are expressly prohibited as a violation of this chapter. Such acts are hereby expressly declared to be loud, unusual and unnecessary noises in violation of this chapter. namely:

A. Horns, signaling devices, etc. The sounding of any horn or signaling device on any automobile, motorcycle, streetcar or other vehicle on any street or public place of the city, except as a danger warning. Back-up beepers may be sounded consistent with the maximum duration periods set forth in Section 8.44.080 of this chapter. The creation by means of any such signaling device of any unreasonably loud or harsh sound and, the sounding of any such device for an unnecessary and unreasonable period of time. For the purposes of establishing an unnecessary and unreasonable period of time with respect to automobile anti-theft alarm devices, such alarm shall not sound in excess of fifteen minutes.

B. Radios, televisions and stereos, etc. It shall be unlawful for any person, without special permit or as may otherwise be provided in this ordinance code, to play, use, operate or permit to be played, used or operated, any radio, television set, musical instrument, phonograph, stereophonic equipment, jukebox or other machine or device, for producing, reproducing or amplifying sound at such sound levels as to cause the sound level to exceed forty dB(A) as measured within the residence of any complaining person.

C. Loudspeakers, amplifiers for advertising. The using, operating or permitting to be played, used or operated of any radio receiving set, musical instrument, phonograph, loudspeaker, sound amplifier or other machine or device for the producing or reproducing of sound which is cast upon the public streets in such manner as to exceed the maximum exterior noise level permitted under this chapter.

D. Animals, fowl, etc. It is unlawful for any person to keep or allow to be kept, or suffer or permit any animal to remain upon the premises under the control of such a person, when such

animal habitually barks, whines or makes loud and unusual noises in such a manner as to disturb the peace and quiet of the neighbors surrounding or in the vicinity of such premises, or whose barking or howling or other sound or cry interferes with any person of ordinary sensitiveness in the reasonable and comfortable enjoyment of life and property. This provision shall not apply to farm animals within any zone where such farm animals are permitted by this ordinance code.

E. Construction, landscape maintenance or repair.

1. It shall be unlawful for any person to engage in or permit the generation of noise related to landscape maintenance, construction including erection, excavation, demolition, alteration or repair of any structure or improvement, at such sound levels, as measured at the property line of the nearest adjacent occupied property, as to be in excess of the sound levels permitted under this chapter, at other times than between the hours of 7:00 A.M. and 6:00 P.M. The person engaged in such activity is hereby permitted to exceed sound levels otherwise set forth in this chapter for the duration of the activity during the above described hours for purposes of construction. However, nothing contained herein shall permit any person to cause sound levels to at any time exceed fifty-five dB(A) for intervals of more than fifteen minutes per hour as measured in the interior of the nearest occupied residence or school.
2. Construction related noise as defined in subsection (E)(1) immediately above, may take place outside the time period set forth in subsection (E)(1) and above the relative sound levels in case of urgent necessity in the interest of public health and safety, and then only with the prior permission of the building inspector. Such permit may be granted for a period not to exceed three days or until the emergency ends, whichever is less. The permit may be renewed for periods of three days while the emergency continues.
3. Unless exempted by this chapter, if the building official should determine that the public health and safety will not be impaired by the construction related noise, the building inspector may issue a permit for construction within the hours of 6:00 P.M. and 7:00 A.M., upon application being made at the time the permit for the work is awarded or during the progress of the work. The building official may place such conditions on the issuance of the permit as to him or her shall seem appropriate to maintain the public health and safety.

F. Machinery, equipment, fans and air conditioning. It shall be unlawful for any person to operate, cause to operate or permit the operation of any machinery, equipment, device, pump, fan, compressor, air conditioning apparatus or similar mechanical device, including the use of any steam shovel, pneumatic hammer, derrick, steam or electric hoist, blower or power fan, or any internal combustion engine, the operation of which causes noise due to the

explosion of operating gases or fluids, or other appliance, in any manner so as to create any noise which would cause the noise level at the property line of the property upon which the equipment or machinery is operated to exceed the base ambient noise level by five dB(A).

G. Motor driven vehicles. It shall be unlawful for any person to operate any motor driven vehicle within the city that, due to the nature of the operation of the vehicle, or due to the operating condition of the vehicle, or due to any modification made to the vehicle, in such manner as to exceed noise levels set forth in Section 8.44.050 hereof.

1. Exhaust. It shall be unlawful for any person to discharge into the open air the exhaust of any steam engine, stationary internal combustion engine, motorboat or motor driven vehicle except through a muffler or other device which will effectively prevent loud or explosive noises therefrom.

H. Notwithstanding any other provisions of this chapter and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal hearing sensitivity residing in the area. The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following:

1. The level of noise;
2. Whether the nature of the noise is usual or unusual;
3. Whether the origin of the noise is natural or unnatural;
4. The level and intensity of the background noise, if any;
5. The proximity of the noise to residential sleeping facilities;
6. The nature of the zoning of the area within which the noise emanates;
7. The density of the inhabitation of the area within which the noise emanates;
8. The time of the day and night the noise occurs;
9. Whether the noise is recurrent, intermittent, or constant;
10. The duration of the noise; and
11. Whether the noise is produced by a commercial or noncommercial activity.

I. No person shall use or operate a radio, tape player, tape recorder, record player, television or similar device in a vehicle on a street, which is audible to a person of normal hearing sensitivity, more than twenty-five feet from said vehicle.

(Code 1965, § 11D-09.)

(Ord. No. 1454, § 3, 10-9-12)

8.44.100 - Application between zones.

In applying the regulations set forth in this chapter, each source of noise shall be subject only to such regulation as shall apply to the zone, including any designated truck route, within which it is located. A use lying adjacent to a zone with a more restrictive noise requirement hereunder shall not be required to conform to that more restrictive requirement. For purposes of this subsection, "zone" shall be as utilized in Title 17 of the Banning Ordinance Code.

(Code 1965, § 11D-10.)

8.44.110 - Manner of enforcement.

A. Upon the occurrence of an alleged violation of this chapter or any provision contained herein, the alleged violator shall be issued a written notice to appear before the abatement hearing officer described in Chapter 8.48 of this Code. Such notice may be issued by any person authorized to issue a notice for violation of any provision of this Code.

B. The notice shall set forth the section alleged to have been violated, the manner of the violation and the date and time of such violation. The notice shall otherwise be in the form and served in the manner and within the time set forth in Chapter 8.48 of this Code. The alleged violator shall be given notice and the opportunity to appear at the hearing and there show cause why the alleged violation should not be found to constitute a nuisance.

C. The abatement hearing officer shall hear the matter and shall make a determination of the existence of a nuisance as for any matter heard pursuant to Chapter 8.48. The alleged violator shall thereafter be given notice of the determination of the abatement hearing officer in the manner provided by this chapter.

D. An appeal from a determination of the abatement hearing officer shall be taken in the manner provided in chapter 8.48 of this Code.

E. The police department shall have the power and duty to enforce the following noise control provisions of this Code: Section 8.44.090(H) and section 8.44.090(I) of this Code. Any person found to be in violation of section 8.44.090(H) and section 8.44.090(I), shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be fined in an amount not exceeding one thousand dollars, or be imprisoned in the county jail for a period of not exceeding six months, or by both fine and imprisonment. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such hereunder.

(Code 1965, § 11D-11.)

8.44.120 - Violation a misdemeanor.

Any person violating any determination of the nuisance abatement board issued under this chapter shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be fined in an amount not exceeding one thousand dollars, or be imprisoned in the city or county jail for a period not exceeding six

months, or by both such fine and imprisonment. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such hereunder.

(Code 1965, § 11D-12.)

8.44.130 - Additional remedy—Injunction.

As an additional remedy, the operation or maintenance of any device, instrument, vehicle or machinery in violation of any provision hereof and which causes discomfort or annoyance to reasonable persons of normal sensitiveness or which endangers the comfort, repose, health or peace of residents in the area shall be deemed, and is declared to be a public nuisance and may be subject to abatement summarily by a restraining order or injunction issued by a court of competent jurisdiction.

(Code 1965, § 11D-13.)

8.44.140 - Fees.

A fee shall be set as determined by resolution of the city council.

(Code 1965, § 11D-14.)

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APPENDIX 5.1:

STUDY AREA PHOTOS

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JN: 13841 Study Area Photos



L1_E
33, 55' 38.420000"116, 56' 23.350000"



L1_N
33, 55' 38.370000"116, 56' 23.510000"



L1_S
33, 55' 38.440000"116, 56' 23.380000"



L1_W
33, 55' 38.440000"116, 56' 23.290000"



L2_E
33, 55' 30.300000"116, 56' 12.140000"



L2_N
33, 55' 30.270000"116, 56' 12.200000"

JN: 13841 Study Area Photos



L2_S
33, 55' 30.270000"116, 56' 12.200000"



L2_W
33, 55' 30.290000"116, 56' 12.120000"



L3_E
33, 55' 24.380000"116, 56' 21.810000"



L3_N
33, 55' 24.160000"116, 56' 21.700000"



L3_S
33, 55' 24.280000"116, 56' 21.760000"



L3_W
33, 55' 24.420000"116, 56' 21.840000"

JN: 13841 Study Area Photos



L4_E
33, 55' 19.620000"116, 56' 27.720000"



L4_N
33, 55' 19.600000"116, 56' 27.740000"



L4_S
33, 55' 19.600000"116, 56' 27.720000"



L4_W
33, 55' 19.630000"116, 56' 27.720000"



L5_E
33, 55' 19.660000"116, 56' 34.830000"



L5_N
33, 55' 19.700000"116, 56' 35.020000"

JN: 13841 Study Area Photos



L5_S
33, 55' 19.700000"116, 56' 34.970000"



L5_W
33, 55' 19.560000"116, 56' 34.830000"

APPENDIX 5.2:

NOISE LEVEL MEASUREMENT WORKSHEETS

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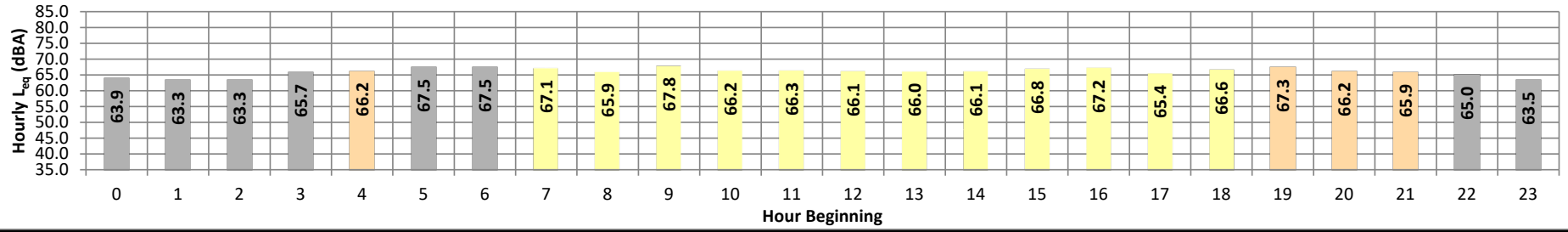
24-Hour Noise Level Measurement Summary

Date: Tuesday, November 23, 2021 *Location:* L1 - Located north of the Project site near single-family residence at 5778 Joshua Palmer Way. *Meter:* Piccolo II *JN:* 13841

Project: Banning Point *Analyst:* A. Khan

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	63.9	73.1	57.7	72.6	71.4	68.2	66.5	64.2	62.4	59.3	58.5	57.9	63.9	10.0	73.9
	1	63.3	71.5	58.1	70.9	69.8	67.5	66.2	63.8	61.9	59.2	58.7	58.3	63.3	10.0	73.3
	2	63.3	70.1	57.8	69.6	69.1	67.5	66.3	64.0	62.2	59.1	58.5	57.9	63.3	10.0	73.3
	3	65.7	71.1	61.1	70.8	70.4	69.0	68.2	66.6	65.2	62.2	61.7	61.2	65.7	10.0	75.7
	4	66.2	72.5	62.1	71.9	71.1	69.2	68.3	66.8	65.6	63.3	62.7	62.2	66.2	10.0	76.2
	5	67.5	73.1	63.7	72.7	72.1	70.8	70.2	68.1	66.6	64.6	64.2	63.8	67.5	10.0	77.5
	6	67.5	72.9	64.3	72.5	72.0	70.3	69.5	68.0	67.0	65.1	64.7	64.4	67.5	10.0	77.5
Day	7	67.1	75.8	63.0	75.0	73.9	70.7	69.1	67.1	65.9	64.0	63.5	63.1	67.1	0.0	67.1
	8	65.9	73.5	62.0	73.0	72.1	69.5	68.1	66.2	64.9	62.9	62.5	62.1	65.9	0.0	65.9
	9	67.8	75.3	62.8	74.6	73.6	71.5	70.5	68.4	66.8	64.0	63.5	62.9	67.8	0.0	67.8
	10	66.2	74.8	62.5	74.2	73.0	70.1	68.4	66.3	65.0	63.3	63.0	62.6	66.2	0.0	66.2
	11	66.3	75.6	62.0	74.8	73.8	70.9	69.1	65.9	64.7	62.9	62.5	62.0	66.3	0.0	66.3
	12	66.1	74.1	62.7	73.4	72.3	69.5	68.3	66.3	65.2	63.4	63.1	62.8	66.1	0.0	66.1
	13	66.0	78.0	59.9	77.2	75.8	72.0	69.1	64.0	62.4	60.7	60.4	60.0	66.0	0.0	66.0
	14	66.1	78.4	59.6	77.8	76.6	72.4	69.1	63.0	61.7	60.2	60.0	59.6	66.1	0.0	66.1
	15	66.8	76.2	63.0	75.3	74.0	70.8	69.2	66.6	65.4	63.7	63.4	63.1	66.8	0.0	66.8
	16	67.2	76.1	63.5	75.4	74.2	71.4	70.0	67.0	65.7	64.1	63.8	63.6	67.2	0.0	67.2
	17	65.4	73.0	61.8	72.4	71.2	68.8	67.6	65.6	64.5	62.6	62.3	61.9	65.4	0.0	65.4
	18	66.6	73.0	63.9	72.5	71.6	69.6	68.6	66.8	65.9	64.6	64.3	64.0	66.6	0.0	66.6
Evening	19	67.3	74.1	63.9	73.6	72.7	70.6	69.6	67.5	66.5	64.7	64.3	64.0	67.3	5.0	72.3
	20	66.2	71.7	62.8	71.4	70.9	69.5	68.4	66.6	65.5	63.6	63.3	62.9	66.2	5.0	71.2
	21	65.9	71.9	62.0	71.5	71.0	69.3	68.4	66.3	65.1	63.0	62.5	62.1	65.9	5.0	70.9
Night	22	65.0	70.9	61.0	70.4	69.9	68.4	67.5	65.6	64.2	62.0	61.5	61.1	65.0	10.0	75.0
	23	63.5	68.9	59.2	68.6	68.0	66.6	66.0	64.3	62.7	60.3	59.8	59.3	63.5	10.0	73.5

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day (7am-7pm)	Min	65.4	73.0	59.6	72.4	71.2	68.8	67.6	63.0	61.7	60.2	60.0	59.6
	Max	67.8	78.4	63.9	77.8	76.6	72.4	70.5	68.4	66.8	64.6	64.3	64.0
Energy Average		66.5	Average:		74.6	73.5	70.6	68.9	66.1	64.8	63.0	62.7	62.3
Evening (7pm-10pm)	Min	65.9	71.7	62.0	71.4	70.9	69.3	68.4	66.3	65.1	63.0	62.5	62.1
	Max	67.3	74.1	63.9	73.6	72.7	70.6	69.6	67.5	66.5	64.7	64.3	64.0
Energy Average		66.5	Average:		72.2	71.5	69.8	68.8	66.8	65.7	63.8	63.4	63.0
Night (10pm-7am)	Min	63.3	68.9	57.7	68.6	68.0	66.6	66.0	63.8	61.9	59.1	58.5	57.9
	Max	67.5	73.1	64.3	72.7	72.1	70.8	70.2	68.1	67.0	65.1	64.7	64.4
Energy Average		65.4	Average:		71.1	70.4	68.6	67.6	65.7	64.2	61.7	61.2	60.7

L_{eq} (dBA)		
24-Hour	Daytime (7am-10pm)	Nighttime (10pm-7am)
66.1	66.5	65.4

24-Hour CNEL (dBA)

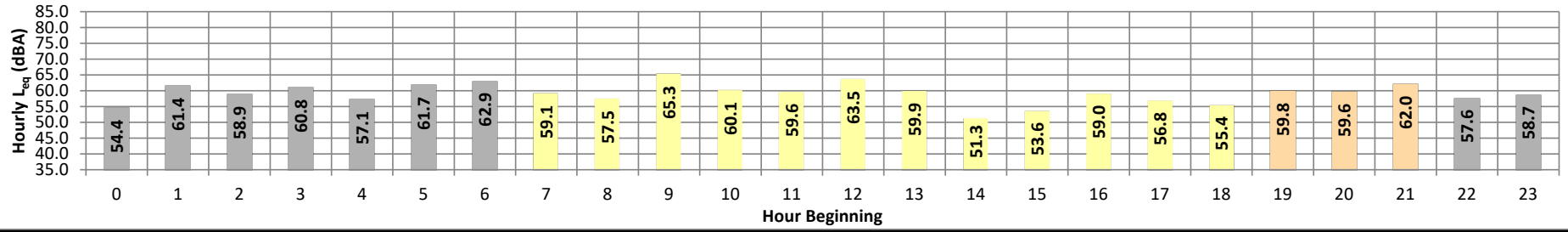
72.3

24-Hour Noise Level Measurement Summary

Date: Tuesday, November 23, 2021 *Location:* L2 - Located east of the Project site near single-family residence at 350 Northwood Avenue. *Meter:* Piccolo II *JN:* 13841

Project: Banning Point *Analyst:* A. Khan

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	54.4	57.9	51.2	57.7	57.6	57.0	56.5	55.2	54.0	52.0	51.7	51.4	54.4	10.0	64.4
	1	61.4	65.8	56.8	65.6	65.4	64.7	64.3	62.5	60.9	57.6	57.2	56.9	61.4	10.0	71.4
	2	58.9	63.4	54.5	63.1	62.7	62.0	61.5	59.9	58.3	55.8	55.4	54.7	58.9	10.0	68.9
	3	60.8	65.4	54.8	65.2	64.9	64.3	64.0	62.4	60.0	55.6	55.2	54.9	60.8	10.0	70.8
	4	57.1	59.9	54.9	59.7	59.5	59.0	58.7	57.6	56.9	55.6	55.3	55.0	57.1	10.0	67.1
	5	61.7	65.9	57.9	65.8	65.6	65.0	64.6	62.6	60.9	58.6	58.3	58.0	61.7	10.0	71.7
	6	62.9	67.9	59.0	67.6	67.4	66.6	65.9	64.0	61.7	59.6	59.3	59.1	62.9	10.0	72.9
Day	7	59.1	62.1	57.1	61.9	61.7	61.2	60.9	59.7	58.9	57.6	57.4	57.2	59.1	0.0	59.1
	8	57.5	62.0	51.1	61.7	61.6	61.0	60.6	58.6	56.7	52.8	52.4	51.4	57.5	0.0	57.5
	9	65.3	75.3	52.2	74.4	73.9	72.1	70.7	65.5	59.1	53.4	53.0	52.4	65.3	0.0	65.3
	10	60.1	67.7	54.7	66.7	65.8	64.2	63.4	61.0	58.2	56.2	55.7	55.3	60.1	0.0	60.1
	11	59.6	67.0	54.1	66.5	66.2	65.1	63.5	59.8	57.5	54.9	54.5	54.2	59.6	0.0	59.6
	12	63.5	71.1	54.9	70.7	70.3	69.3	68.6	64.7	60.8	55.8	55.4	55.0	63.5	0.0	63.5
	13	59.9	67.6	51.3	67.2	66.6	65.3	64.6	60.7	57.6	52.3	51.9	51.5	59.9	0.0	59.9
	14	51.3	56.3	48.8	55.8	55.2	54.1	53.4	51.6	50.7	49.4	49.2	48.9	51.3	0.0	51.3
	15	53.6	60.3	49.4	60.0	59.4	57.7	56.8	54.3	52.0	50.1	49.8	49.5	53.6	0.0	53.6
	16	59.0	63.6	53.5	63.4	63.3	62.9	62.4	60.1	57.8	54.7	54.2	53.6	59.0	0.0	59.0
	17	56.8	62.6	51.9	62.4	62.3	61.5	60.6	57.9	54.7	52.5	52.3	52.0	56.8	0.0	56.8
	18	55.4	59.8	52.7	59.6	59.3	58.7	58.1	55.9	54.5	53.4	53.1	52.8	55.4	0.0	55.4
Evening	19	59.8	64.7	55.4	64.4	64.2	63.7	63.3	60.9	58.8	56.0	55.8	55.5	59.8	5.0	64.8
	20	59.6	62.6	56.8	62.4	62.3	61.8	61.4	60.3	59.3	57.4	57.2	56.9	59.6	5.0	64.6
	21	62.0	68.9	55.7	68.7	68.5	68.0	67.3	62.5	57.9	56.3	56.0	55.8	62.0	5.0	67.0
Night	22	57.6	61.3	54.5	61.1	60.9	60.4	60.2	58.6	56.8	55.2	54.9	54.6	57.6	10.0	67.6
	23	58.7	63.7	53.7	63.5	63.4	62.9	62.3	59.3	57.8	54.5	54.2	53.8	58.7	10.0	68.7

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day (7am-7pm)	Min	51.3	56.3	48.8	55.8	55.2	54.1	53.4	51.6	50.7	49.4	49.2	48.9
	Max	65.3	75.3	57.1	74.4	73.9	72.1	70.7	65.5	60.8	57.6	57.4	57.2
Energy Average		60.0	Average:		64.2	63.8	62.8	62.0	59.2	56.5	53.6	53.2	52.8
Evening (7pm-10pm)	Min	59.6	62.6	55.4	62.4	62.3	61.8	61.4	60.3	57.9	56.0	55.8	55.5
	Max	62.0	68.9	56.8	68.7	68.5	68.0	67.3	62.5	59.3	57.4	57.2	56.9
Energy Average		60.6	Average:		65.2	65.0	64.5	64.0	61.2	58.7	56.6	56.3	56.1
Night (10pm-7am)	Min	54.4	57.9	51.2	57.7	57.6	57.0	56.5	55.2	54.0	52.0	51.7	51.4
	Max	62.9	67.9	59.0	67.6	67.4	66.6	65.9	64.0	61.7	59.6	59.3	59.1
Energy Average		60.0	Average:		63.3	63.0	62.4	62.0	60.2	58.6	56.1	55.7	55.4

L_{eq} (dBA)		
24-Hour	Daytime (7am-10pm)	Nighttime (10pm-7am)
60.1	60.1	60.0

24-Hour CNEL (dBA)

66.7

24-Hour Noise Level Measurement Summary

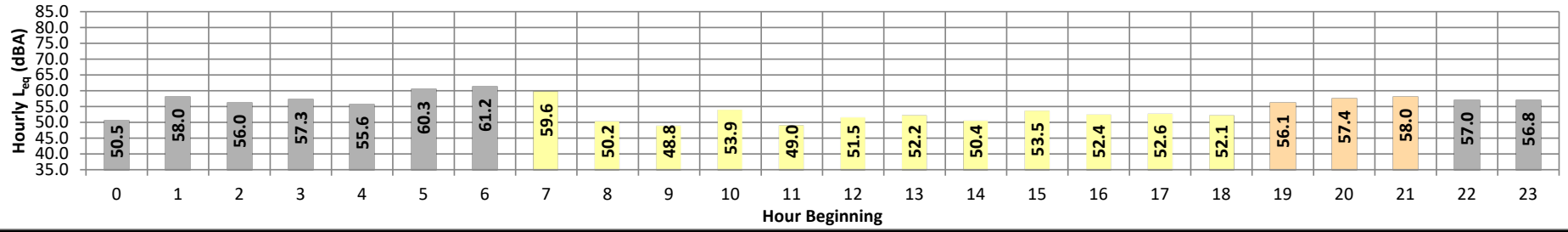
Date: Tuesday, November 23, 2021
Project: Banning Point

Location: L3 - Located east of the Project site near The Lakes - Assisted Living & and Memory Care at 5801 Sun Lakes Boulevard.

Meter: Piccolo II

JN: 13841
Analyst: A. Khan

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	50.5	55.1	47.3	54.8	54.4	53.4	52.7	51.1	49.9	48.0	47.7	47.4	50.5	10.0	60.5
	1	58.0	62.2	54.3	61.9	61.5	60.9	60.5	58.8	57.4	55.0	54.7	54.4	58.0	10.0	68.0
	2	56.0	60.3	52.7	60.0	59.8	59.4	59.0	57.8	56.2	53.7	53.3	52.8	56.0	10.0	66.0
	3	57.3	60.7	53.6	60.5	60.3	59.8	59.4	58.2	56.9	54.7	54.3	53.7	57.3	10.0	67.3
	4	55.6	58.7	52.3	58.6	58.4	58.0	57.8	56.7	55.2	53.2	52.8	52.4	55.6	10.0	65.6
	5	60.3	64.9	57.2	64.7	64.4	63.6	63.2	61.8	60.1	58.2	57.8	57.3	60.3	10.0	70.3
	6	61.2	65.0	58.4	64.8	64.5	63.8	63.3	61.9	60.8	59.1	58.8	58.5	61.2	10.0	71.2
Day	7	59.6	62.4	57.5	62.2	61.9	61.4	61.1	60.1	59.3	58.1	57.8	57.6	59.6	0.0	59.6
	8	50.2	58.1	46.5	56.9	56.0	54.1	52.9	50.9	49.0	47.1	46.8	46.6	50.2	0.0	50.2
	9	48.8	55.2	44.6	54.5	53.9	52.9	52.2	49.8	47.3	45.4	45.0	44.7	48.8	0.0	48.8
	10	53.9	60.0	47.4	59.6	59.3	58.3	57.0	54.5	52.9	49.2	48.5	47.6	53.9	0.0	53.9
	11	49.0	53.3	46.0	53.0	52.7	52.2	51.8	49.6	48.1	46.6	46.3	46.1	49.0	0.0	49.0
	12	51.5	55.8	48.5	55.4	55.1	54.3	53.7	52.3	50.8	49.2	48.9	48.6	51.5	0.0	51.5
	13	52.2	66.4	48.8	65.6	64.5	61.6	59.4	53.0	51.3	49.5	49.2	48.9	52.2	0.0	52.2
	14	50.4	55.3	47.3	55.0	54.6	53.6	53.1	51.1	49.5	47.9	47.6	47.4	50.4	0.0	50.4
	15	53.5	70.6	48.4	69.8	68.7	64.7	62.9	60.0	53.4	49.2	48.9	48.5	53.5	0.0	53.5
	16	52.4	57.3	49.4	56.9	56.4	55.5	54.8	53.0	51.7	50.0	49.8	49.5	52.4	0.0	52.4
	17	52.6	60.6	49.7	60.2	59.6	58.5	58.0	54.4	51.9	50.3	50.1	49.8	52.6	0.0	52.6
	18	52.1	56.7	49.8	56.3	55.8	54.9	54.1	52.5	51.6	50.4	50.1	49.9	52.1	0.0	52.1
Evening	19	56.1	61.8	52.8	61.5	61.2	60.4	59.8	57.3	55.6	53.8	53.4	52.9	56.1	5.0	61.1
	20	57.4	60.1	55.4	59.8	59.6	59.1	58.8	57.9	57.1	56.0	55.8	55.5	57.4	5.0	62.4
	21	58.0	63.6	56.3	63.3	63.0	62.5	62.1	60.9	58.4	56.9	56.6	56.4	58.0	5.0	63.0
Night	22	57.0	59.7	54.7	59.5	59.3	58.9	58.6	57.7	56.7	55.4	55.1	54.8	57.0	10.0	67.0
	23	56.8	60.9	53.6	60.7	60.5	59.8	59.3	57.6	56.1	54.4	54.0	53.7	56.8	10.0	66.8

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day (7am-7pm)	Min	48.8	53.3	44.6	53.0	52.7	52.2	51.8	49.6	47.3	45.4	45.0	44.7
	Max	59.6	70.6	57.5	69.8	68.7	64.7	62.9	60.1	59.3	58.1	57.8	57.6
Energy Average		53.3	Average:		58.8	58.2	56.8	55.9	53.4	51.4	49.4	49.1	48.8
Evening (7pm-10pm)	Min	56.1	60.1	52.8	59.8	59.6	59.1	58.8	57.3	55.6	53.8	53.4	52.9
	Max	58.0	63.6	56.3	63.3	63.0	62.5	62.1	60.9	58.4	56.9	56.6	56.4
Energy Average		57.2	Average:		61.5	61.2	60.7	60.3	58.7	57.0	55.5	55.3	54.9
Night (10pm-7am)	Min	50.5	55.1	47.3	54.8	54.4	53.4	52.7	51.1	49.9	48.0	47.7	47.4
	Max	61.2	65.0	58.4	64.8	64.5	63.8	63.3	61.9	60.8	59.1	58.8	58.5
Energy Average		57.8	Average:		60.6	60.3	59.7	59.3	58.0	56.6	54.6	54.3	53.9

L_{eq} (dBA)		
24-Hour	Daytime (7am-10pm)	Nighttime (10pm-7am)
56.0	54.4	57.8

24-Hour CNEL (dBA)

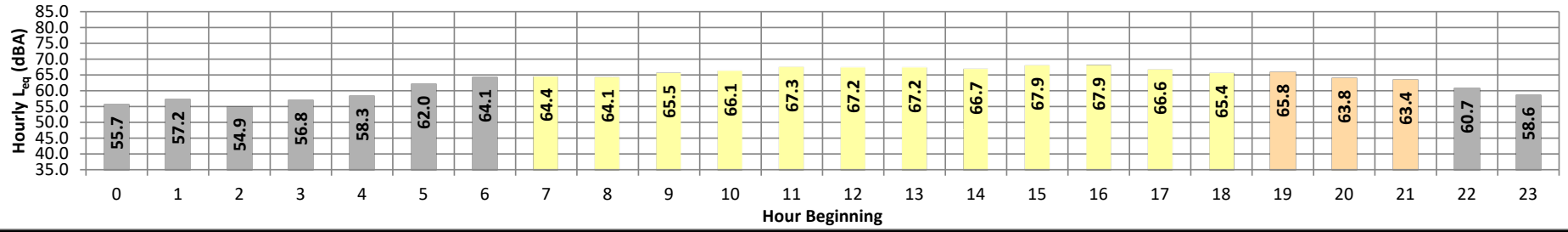
64.1

24-Hour Noise Level Measurement Summary

Date: Tuesday, November 23, 2021 *Location:* L4 - Located south of the Project site near single-family residence at 5933 Oakmont Drive. *Meter:* Piccolo II *JN:* 13841

Project: Banning Point *Analyst:* A. Khan

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	55.7	68.7	50.0	67.7	66.2	61.7	57.9	52.4	51.5	50.4	50.2	50.0	55.7	10.0	65.7
	1	57.2	64.4	53.2	64.2	63.5	61.5	59.8	57.2	56.1	54.1	53.6	53.3	57.2	10.0	67.2
	2	54.9	59.5	52.4	59.1	58.8	57.7	57.0	55.4	54.3	53.0	52.7	52.5	54.9	10.0	64.9
	3	56.8	65.0	52.5	64.6	64.0	62.1	60.4	56.2	55.1	53.2	52.9	52.5	56.8	10.0	66.8
	4	58.3	70.7	50.3	70.0	68.9	65.3	62.3	55.1	52.8	51.0	50.7	50.4	58.3	10.0	68.3
	5	62.0	71.2	57.9	70.8	70.0	67.3	65.1	61.3	60.0	58.5	58.2	58.0	62.0	10.0	72.0
	6	64.1	74.3	58.6	73.9	73.1	70.5	68.0	62.6	60.9	59.3	59.0	58.8	64.1	10.0	74.1
Day	7	64.4	75.1	57.8	74.7	73.9	71.3	68.9	62.4	60.1	58.4	58.2	57.9	64.4	0.0	64.4
	8	64.1	75.8	50.6	75.4	74.5	71.7	69.3	61.8	56.5	51.8	51.3	50.8	64.1	0.0	64.1
	9	65.5	76.5	48.5	76.0	75.2	72.9	71.1	64.2	58.0	50.4	49.4	48.6	65.5	0.0	65.5
	10	66.1	76.6	49.4	76.1	75.3	73.2	71.7	65.5	59.7	51.2	50.3	49.6	66.1	0.0	66.1
	11	67.3	77.6	53.3	77.2	76.4	74.2	72.7	67.1	61.3	55.3	54.1	53.5	67.3	0.0	67.3
	12	67.2	77.3	52.2	76.8	76.1	74.1	72.8	67.3	60.6	53.7	53.0	52.4	67.2	0.0	67.2
	13	67.2	77.3	52.0	76.9	76.1	74.0	72.8	67.0	60.7	53.3	52.6	52.1	67.2	0.0	67.2
	14	66.7	77.6	51.6	77.2	76.4	74.3	72.6	66.9	60.3	53.3	52.3	51.7	66.7	0.0	66.7
	15	67.9	92.2	53.0	91.3	90.3	86.6	83.4	74.5	63.4	55.0	53.9	53.1	67.9	0.0	67.9
	16	67.9	78.5	51.6	77.9	77.1	75.1	73.6	67.3	60.6	53.0	52.2	51.7	67.9	0.0	67.9
	17	66.6	77.8	50.6	77.4	76.6	73.9	72.1	65.4	57.8	51.7	51.2	50.7	66.6	0.0	66.6
	18	65.4	76.8	49.8	76.3	75.5	72.9	71.0	64.0	55.9	50.6	50.2	49.9	65.4	0.0	65.4
Evening	19	65.8	78.9	52.9	78.5	77.6	75.0	72.5	64.4	58.1	53.7	53.3	53.0	65.8	5.0	70.8
	20	63.8	75.5	54.8	75.1	74.2	71.4	69.0	60.1	56.8	55.3	55.1	54.9	63.8	5.0	68.8
	21	63.4	74.2	55.8	73.8	73.0	70.3	68.4	61.8	58.6	56.5	56.1	55.9	63.4	5.0	68.4
Night	22	60.7	72.4	53.6	71.9	71.0	68.0	65.1	57.9	55.8	54.2	53.9	53.7	60.7	10.0	70.7
	23	58.6	69.8	52.4	69.3	68.5	65.6	62.8	55.8	54.4	53.0	52.8	52.5	58.6	10.0	68.6

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	64.1	75.1	48.5	74.7	73.9	71.3	68.9	61.8	55.9	50.4	49.4	48.6
(7am-7pm)	Max	67.9	92.2	57.8	91.3	90.3	86.6	83.4	74.5	63.4	58.4	58.2	57.9
Energy Average		66.5	Average:		77.8	77.0	74.5	72.7	66.1	59.6	53.2	52.4	51.8
Evening	Min	63.4	74.2	52.9	73.8	73.0	70.3	68.4	60.1	56.8	53.7	53.3	53.0
(7pm-10pm)	Max	65.8	78.9	55.8	78.5	77.6	75.0	72.5	64.4	58.6	56.5	56.1	55.9
Energy Average		64.5	Average:		75.8	74.9	72.2	70.0	62.1	57.8	55.2	54.9	54.6
Night	Min	54.9	59.5	50.0	59.1	58.8	57.7	57.0	52.4	51.5	50.4	50.2	50.0
(10pm-7am)	Max	64.1	74.3	58.6	73.9	73.1	70.5	68.0	62.6	60.9	59.3	59.0	58.8
Energy Average		59.7	Average:		67.9	67.1	64.4	62.0	57.1	55.7	54.1	53.8	53.5

L_{eq} (dBA)		
24-Hour	Daytime (7am-10pm)	Nighttime (10pm-7am)
64.7	66.2	59.7

24-Hour CNEL (dBA)

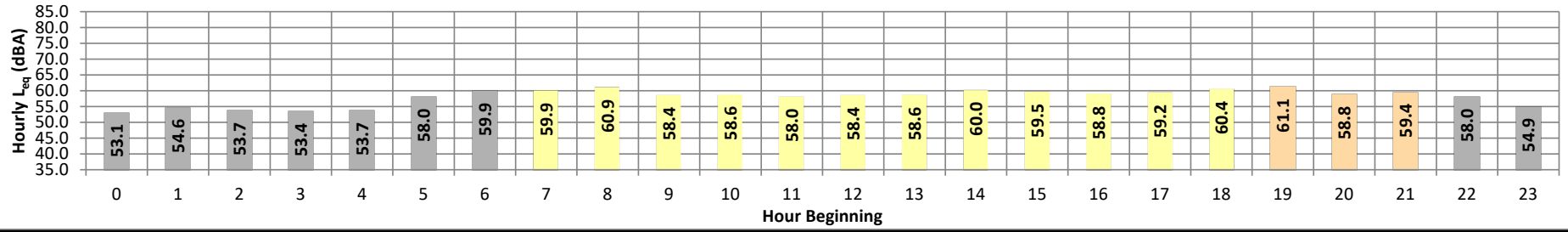
68.4

24-Hour Noise Level Measurement Summary

Date: Tuesday, November 23, 2021 *Location:* L5 - Located south of the Project site near single-family residence at 6111 Wingfoot Avenue. *Meter:* Piccolo II *JN:* 13841

Project: Banning Point *Analyst:* A. Khan

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	53.1	62.0	49.6	61.7	61.1	58.2	56.0	52.5	50.6	49.9	49.8	49.7	53.1	10.0	63.1
	1	54.6	57.5	52.6	57.3	57.1	56.6	56.2	55.1	54.3	53.1	52.9	52.7	54.6	10.0	64.6
	2	53.7	56.3	51.8	56.0	55.9	55.4	55.1	54.4	53.5	52.4	52.2	51.9	53.7	10.0	63.7
	3	53.4	56.8	51.1	56.7	56.4	55.6	55.1	54.0	53.1	51.6	51.4	51.2	53.4	10.0	63.4
	4	53.7	60.0	50.4	59.6	59.3	58.3	57.4	53.4	52.2	51.1	50.8	50.5	53.7	10.0	63.7
	5	58.0	61.8	55.7	61.6	61.3	60.3	59.7	58.6	57.7	56.3	56.1	55.8	58.0	10.0	68.0
	6	59.9	63.5	58.1	63.3	63.0	62.1	61.5	60.4	59.5	58.5	58.4	58.1	59.9	10.0	69.9
Day	7	59.9	65.0	58.1	64.7	64.2	62.8	61.9	60.0	59.2	58.5	58.3	58.2	59.9	0.0	59.9
	8	60.9	70.4	55.0	69.6	68.7	66.9	65.4	61.0	57.0	55.5	55.3	55.1	60.9	0.0	60.9
	9	58.4	63.9	56.0	63.5	63.1	61.8	60.9	58.8	57.5	56.3	56.2	56.1	58.4	0.0	58.4
	10	58.6	64.7	55.4	64.3	63.9	62.9	62.0	59.0	57.3	55.8	55.7	55.5	58.6	0.0	58.6
	11	58.0	64.2	54.9	63.9	63.4	62.0	61.0	58.3	56.7	55.3	55.1	55.0	58.0	0.0	58.0
	12	58.4	64.7	54.8	64.5	64.1	62.8	61.6	58.8	57.0	55.3	55.1	54.9	58.4	0.0	58.4
	13	58.6	64.8	55.3	64.4	63.9	62.4	61.6	58.9	57.4	55.8	55.6	55.4	58.6	0.0	58.6
	14	60.0	69.3	55.5	68.7	67.9	66.3	64.3	59.0	57.4	56.0	55.8	55.6	60.0	0.0	60.0
	15	59.5	78.1	56.1	77.8	77.0	73.7	71.5	60.7	58.0	56.6	56.4	56.2	59.5	0.0	59.5
	16	58.8	64.9	56.0	64.4	63.9	62.4	61.5	59.2	57.6	56.4	56.3	56.1	58.8	0.0	58.8
	17	59.2	66.8	55.9	66.4	65.9	64.0	62.7	59.1	57.4	56.3	56.1	56.0	59.2	0.0	59.2
	18	60.4	68.4	56.2	68.1	67.7	66.6	64.9	59.5	57.3	56.5	56.4	56.3	60.4	0.0	60.4
Evening	19	61.1	69.4	56.8	69.2	68.9	67.7	65.7	59.8	57.9	57.0	56.9	56.8	61.1	5.0	66.1
	20	58.8	64.3	57.2	64.1	63.8	62.0	60.4	58.6	57.9	57.4	57.4	57.3	58.8	5.0	63.8
	21	59.4	63.6	57.7	63.3	62.9	62.1	61.3	59.6	59.0	58.0	57.9	57.8	59.4	5.0	64.4
Night	22	58.0	62.1	56.7	61.7	61.4	60.6	59.4	58.0	57.5	57.0	56.9	56.8	58.0	10.0	68.0
	23	54.9	60.8	53.4	60.2	59.5	57.7	56.5	54.7	54.2	53.7	53.6	53.5	54.9	10.0	64.9

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	58.0	63.9	54.8	63.5	63.1	61.8	60.9	58.3	56.7	55.3	55.1	54.9
(7am-7pm)	Max	60.9	78.1	58.1	77.8	77.0	73.7	71.5	61.0	59.2	58.5	58.3	58.2
Energy Average		59.3	Average:		66.7	66.1	64.5	63.3	59.4	57.5	56.2	56.0	55.9
Evening	Min	58.8	63.6	56.8	63.3	62.9	62.0	60.4	58.6	57.9	57.0	56.9	56.8
(7pm-10pm)	Max	61.1	69.4	57.7	69.2	68.9	67.7	65.7	59.8	59.0	58.0	57.9	57.8
Energy Average		59.9	Average:		65.5	65.2	63.9	62.5	59.4	58.3	57.5	57.4	57.3
Night	Min	53.1	56.3	49.6	56.0	55.9	55.4	55.1	52.5	50.6	49.9	49.8	49.7
(10pm-7am)	Max	59.9	63.5	58.1	63.3	63.0	62.1	61.5	60.4	59.5	58.5	58.4	58.1
Energy Average		56.2	Average:		59.8	59.4	58.3	57.5	55.7	54.7	53.7	53.6	53.4

L_{eq} (dBA)		
24-Hour	Daytime (7am-10pm)	Nighttime (10pm-7am)
58.5	59.4	56.2

24-Hour CNEL (dBA)

63.7

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APPENDIX 7.1:

OFF-SITE TRAFFIC NOISE LEVEL CALCULATIONS

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Highland Springs Av.
Road Segment: n/o I-10 Fwy. WB Ramps
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	32,793 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	2,732 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	3.68	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-12.84	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-5.22	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.5	62.1	60.4	56.8	64.4	64.8
Medium Trucks:	58.8	57.5	53.2	52.5	59.9	60.1
Heavy Trucks:	72.8	70.6	69.6	68.5	75.2	75.6
Vehicle Noise:	73.5	71.4	70.2	68.9	75.7	76.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	161	347	747	1,609
CNEL:	169	364	784	1,689

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Highland Springs Av.
Road Segment: n/o I-10 Fwy. WB Ramps
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	32,953 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	2,745 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.92%
Medium Trucks:	75.3%	7.0%	17.7%	1.93%
Heavy Trucks:	60.4%	12.0%	27.6%	11.16%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	3.70	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-12.84	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-5.22	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.6	62.1	60.5	56.8	64.4	64.9
Medium Trucks:	58.8	57.5	53.2	52.5	59.9	60.1
Heavy Trucks:	72.8	70.6	69.6	68.5	75.2	75.6
Vehicle Noise:	73.5	71.4	70.2	68.9	75.7	76.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	161	347	747	1,609
CNEL:	169	364	784	1,690

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040
Road Name: Highland Springs Av.
Road Segment: n/o I-10 Fwy. WB Ramps
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	42,498 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	3,540 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	4.80	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-11.72	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-4.09	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.7	63.2	61.6	57.9	65.5	66.0
Medium Trucks:	59.9	58.7	54.4	53.6	61.0	61.3
Heavy Trucks:	74.0	71.8	70.8	69.6	76.4	76.7
Vehicle Noise:	74.6	72.5	71.3	70.0	76.8	77.2

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	191	412	887	1,912
CNEL:	201	433	932	2,008

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040+P
Road Name: Highland Springs Av.
Road Segment: n/o I-10 Fwy. WB Ramps
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	42,658 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	3,553 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.90%
Medium Trucks:	75.3%	7.0%	17.7%	1.93%
Heavy Trucks:	60.4%	12.0%	27.6%	11.17%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	4.82	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-11.72	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-4.09	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.7	63.3	61.6	57.9	65.5	66.0
Medium Trucks:	59.9	58.7	54.4	53.6	61.0	61.3
Heavy Trucks:	74.0	71.8	70.8	69.6	76.4	76.7
Vehicle Noise:	74.6	72.5	71.3	70.0	76.8	77.2

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	191	412	888	1,912
CNEL:	201	433	932	2,009

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Highland Springs Av.
Road Segment: n/o 2nd St.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	22,732 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	1,894 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	2.08	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-14.43	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-6.81	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.9	60.5	58.8	55.2	62.8	63.2
Medium Trucks:	57.2	55.9	51.6	50.9	58.3	58.5
Heavy Trucks:	71.2	69.1	68.0	66.9	73.7	74.0
Vehicle Noise:	71.9	69.8	68.6	67.3	74.1	74.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	126	271	585	1,260
CNEL:	132	285	614	1,323

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Highland Springs Av.
Road Segment: n/o 2nd St.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	24,370 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	2,030 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.52%
Medium Trucks:	75.3%	7.0%	17.7%	2.28%
Heavy Trucks:	60.4%	12.0%	27.6%	11.20%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	2.37	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-13.42	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-6.51	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	62.2	60.8	59.1	55.5	63.1	63.5
Medium Trucks:	58.2	57.0	52.6	51.9	59.3	59.6
Heavy Trucks:	71.5	69.4	68.3	67.2	74.0	74.3
Vehicle Noise:	72.2	70.1	68.9	67.6	74.4	74.7

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	132	285	614	1,323
CNEL:	139	299	645	1,389

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040
Road Name: Highland Springs Av.
Road Segment: n/o 2nd St.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	29,459 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	2,454 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	3.21	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-13.31	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-5.68	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.1	61.6	60.0	56.3	63.9	64.4
Medium Trucks:	58.3	57.1	52.8	52.0	59.4	59.7
Heavy Trucks:	72.4	70.2	69.2	68.0	74.8	75.1
Vehicle Noise:	73.0	70.9	69.7	68.4	75.2	75.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	150	323	695	1,498
CNEL:	157	339	730	1,573

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040+P
Road Name: Highland Springs Av.
Road Segment: n/o 2nd St.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	31,097 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	2,590 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.59%
Medium Trucks:	75.3%	7.0%	17.7%	2.21%
Heavy Trucks:	60.4%	12.0%	27.6%	11.20%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	3.43	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-12.51	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-5.45	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.3	61.9	60.2	56.6	64.1	64.6
Medium Trucks:	59.1	57.9	53.6	52.8	60.2	60.5
Heavy Trucks:	72.6	70.4	69.4	68.3	75.0	75.3
Vehicle Noise:	73.3	71.2	70.0	68.7	75.5	75.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	156	335	722	1,555
CNEL:	163	352	758	1,633

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Highland Springs Av.
Road Segment: n/o 1st St.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	15,725 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	1,310 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	0.48	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-16.04	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-8.41	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.3	58.9	57.2	53.6	61.2	61.6
Medium Trucks:	55.6	54.3	50.0	49.3	56.7	56.9
Heavy Trucks:	69.6	67.5	66.4	65.3	72.1	72.4
Vehicle Noise:	70.3	68.2	67.0	65.7	72.5	72.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	99	212	457	985
CNEL:	104	223	480	1,035

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Highland Springs Av.
Road Segment: n/o 1st St.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	17,417 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	1,451 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.43%
Medium Trucks:	75.3%	7.0%	17.7%	2.41%
Heavy Trucks:	60.4%	12.0%	27.6%	11.16%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	0.91	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-14.64	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-7.98	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.8	59.3	57.7	54.0	61.6	62.1
Medium Trucks:	57.0	55.7	51.4	50.7	58.1	58.3
Heavy Trucks:	70.1	67.9	66.9	65.7	72.5	72.8
Vehicle Noise:	70.7	68.7	67.5	66.1	73.0	73.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	106	228	490	1,056
CNEL:	111	239	515	1,109

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040
Road Name: Highland Springs Av.
Road Segment: n/o 1st St.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	21,649 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	1,803 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	1.87	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-14.65	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-7.02	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.7	60.3	58.6	55.0	62.6	63.0
Medium Trucks:	57.0	55.7	51.4	50.7	58.1	58.3
Heavy Trucks:	71.0	68.8	67.8	66.7	73.4	73.8
Vehicle Noise:	71.7	69.6	68.4	67.1	73.9	74.2

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	122	263	566	1,220
CNEL:	128	276	595	1,281

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040+P
Road Name: Highland Springs Av.
Road Segment: n/o 1st St.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	23,341 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	1,944 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.54%
Medium Trucks:	75.3%	7.0%	17.7%	2.29%
Heavy Trucks:	60.4%	12.0%	27.6%	11.17%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	2.18	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-13.59	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-6.71	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	62.0	60.6	58.9	55.3	62.9	63.3
Medium Trucks:	58.0	56.8	52.5	51.7	59.1	59.4
Heavy Trucks:	71.3	69.2	68.1	67.0	73.8	74.1
Vehicle Noise:	72.0	69.9	68.7	67.4	74.2	74.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	128	277	596	1,284
CNEL:	135	290	626	1,348

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Highland Springs Av.
Road Segment: s/o 1st St.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	8,272 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	689 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-2.31	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-18.82	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-11.20	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.6	56.1	54.4	50.8	58.4	58.9
Medium Trucks:	52.8	51.6	47.2	46.5	53.9	54.2
Heavy Trucks:	66.9	64.7	63.7	62.5	69.3	69.6
Vehicle Noise:	67.5	65.4	64.2	62.9	69.7	70.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	64	138	298	642
CNEL:	67	145	313	674

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Highland Springs Av.
Road Segment: s/o 1st St.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	8,426 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	702 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	87.09%
Medium Trucks:	75.3%	7.0%	17.7%	1.90%
Heavy Trucks:	60.4%	12.0%	27.6%	11.01%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-2.21	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-18.82	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-11.20	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.6	56.2	54.5	50.9	58.5	58.9
Medium Trucks:	52.8	51.6	47.2	46.5	53.9	54.2
Heavy Trucks:	66.9	64.7	63.7	62.5	69.3	69.6
Vehicle Noise:	67.5	65.4	64.2	62.9	69.7	70.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	64	139	298	643
CNEL:	68	145	313	675

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040
Road Name: Highland Springs Av.
Road Segment: s/o 1st St.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	21,900 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	1,824 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	1.92	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-14.60	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-6.97	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.8	60.4	58.7	55.0	62.6	63.1
Medium Trucks:	57.0	55.8	51.5	50.7	58.1	58.4
Heavy Trucks:	71.1	68.9	67.9	66.7	73.5	73.8
Vehicle Noise:	71.7	69.6	68.5	67.1	74.0	74.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	123	265	570	1,229
CNEL:	129	278	599	1,291

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040+P
Road Name: Highland Springs Av.
Road Segment: s/o 1st St.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	22,054 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	1,837 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.95%
Medium Trucks:	75.3%	7.0%	17.7%	1.92%
Heavy Trucks:	60.4%	12.0%	27.6%	11.13%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	1.96	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	73.48	-14.60	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	79.92	-6.97	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.8	60.4	58.7	55.1	62.7	63.1
Medium Trucks:	57.0	55.8	51.5	50.7	58.1	58.4
Heavy Trucks:	71.1	68.9	67.9	66.7	73.5	73.8
Vehicle Noise:	71.7	69.6	68.5	67.1	74.0	74.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	123	265	571	1,229
CNEL:	129	278	599	1,291

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: 1st St.
Road Segment: w/o Highland Springs Av.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	9,557 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	796 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-3.44	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-19.96	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-12.33	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.5	63.1	61.4	57.8	65.4	65.8
Medium Trucks:	59.0	57.8	53.5	52.8	60.2	60.4
Heavy Trucks:	71.5	69.3	68.3	67.1	73.9	74.2
Vehicle Noise:	72.5	70.4	69.2	67.7	74.6	74.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	101	218	471	1,014
CNEL:	107	230	495	1,066

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: 1st St.
Road Segment: w/o Highland Springs Av.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	9,732 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	811 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	87.09%
Medium Trucks:	75.3%	7.0%	17.7%	1.90%
Heavy Trucks:	60.4%	12.0%	27.6%	11.01%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-3.35	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-19.96	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-12.33	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.6	63.2	61.5	57.9	65.5	65.9
Medium Trucks:	59.0	57.8	53.5	52.8	60.2	60.4
Heavy Trucks:	71.5	69.3	68.3	67.1	73.9	74.2
Vehicle Noise:	72.5	70.5	69.2	67.7	74.6	74.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	102	219	471	1,015
CNEL:	107	230	495	1,067

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040
Road Name: 1st St.
Road Segment: w/o Highland Springs Av.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	12,385 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	1,032 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-2.31	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-18.83	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-11.21	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.7	64.2	62.5	58.9	66.5	67.0
Medium Trucks:	60.2	58.9	54.6	53.9	61.3	61.5
Heavy Trucks:	72.6	70.4	69.4	68.2	75.0	75.3
Vehicle Noise:	73.6	71.6	70.3	68.9	75.7	76.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	120	260	559	1,205
CNEL:	127	273	588	1,267

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040+P
Road Name: 1st St.
Road Segment: w/o Highland Springs Av.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	12,560 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	1,046 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	87.04%
Medium Trucks:	75.3%	7.0%	17.7%	1.91%
Heavy Trucks:	60.4%	12.0%	27.6%	11.05%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-2.24	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-18.83	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-11.21	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.7	64.3	62.6	59.0	66.6	67.0
Medium Trucks:	60.2	58.9	54.6	53.9	61.3	61.5
Heavy Trucks:	72.6	70.4	69.4	68.2	75.0	75.3
Vehicle Noise:	73.6	71.6	70.3	68.9	75.7	76.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	121	260	560	1,206
CNEL:	127	273	589	1,268

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E | Project Name: Banning Point
Road Name: Sun Lakes Blvd. | Job Number: 13841
Road Segment: e/o Highland Springs Av.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	7,439 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	620 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-3.44	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-19.96	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-12.33	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.4	58.9	57.3	53.6	61.2	61.7
Medium Trucks:	55.3	54.1	49.8	49.1	56.5	56.7
Heavy Trucks:	68.8	66.6	65.6	64.4	71.2	71.5
Vehicle Noise:	69.5	67.5	66.3	64.9	71.7	72.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	65	141	303	653
CNEL:	69	148	318	686

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P | Project Name: Banning Point
Road Name: Sun Lakes Blvd. | Job Number: 13841
Road Segment: e/o Highland Springs Av.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	9,460 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	788 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.53%
Medium Trucks:	75.3%	7.0%	17.7%	2.74%
Heavy Trucks:	60.4%	12.0%	27.6%	10.72%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-2.41	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-17.40	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-11.48	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.4	60.0	58.3	54.7	62.2	62.7
Medium Trucks:	57.9	56.7	52.3	51.6	59.0	59.3
Heavy Trucks:	69.6	67.4	66.4	65.3	72.0	72.4
Vehicle Noise:	70.5	68.5	67.2	65.8	72.7	73.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	75	162	349	753
CNEL:	79	170	367	791

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040 | Project Name: Banning Point
Road Name: Sun Lakes Blvd. | Job Number: 13841
Road Segment: e/o Highland Springs Av.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	12,459 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	1,038 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-1.20	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-17.72	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-10.09	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	62.6	61.2	59.5	55.9	63.5	63.9
Medium Trucks:	57.6	56.3	52.0	51.3	58.7	58.9
Heavy Trucks:	71.0	68.8	67.8	66.7	73.4	73.7
Vehicle Noise:	71.8	69.7	68.5	67.1	74.0	74.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	92	198	427	921
CNEL:	97	208	449	967

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040+P | Project Name: Banning Point
Road Name: Sun Lakes Blvd. | Job Number: 13841
Road Segment: e/o Highland Springs Av.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	14,480 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	1,206 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.64%
Medium Trucks:	75.3%	7.0%	17.7%	2.46%
Heavy Trucks:	60.4%	12.0%	27.6%	10.89%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-0.55	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-16.02	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-9.56	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.3	61.8	60.1	56.5	64.1	64.6
Medium Trucks:	59.3	58.0	53.7	53.0	60.4	60.6
Heavy Trucks:	71.5	69.4	68.3	67.2	74.0	74.3
Vehicle Noise:	72.4	70.3	69.1	67.7	74.6	74.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	101	217	467	1,006
CNEL:	106	228	491	1,057

Sunday, February 6, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Sun Lakes Blvd.
Road Segment: e/o Sun Lakes Village Dr.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	7,439 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	620 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-3.44	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-19.96	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-12.33	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.4	58.9	57.3	53.6	61.2	61.7
Medium Trucks:	55.3	54.1	49.8	49.1	56.5	56.7
Heavy Trucks:	68.8	66.6	65.6	64.4	71.2	71.5
Vehicle Noise:	69.5	67.5	66.3	64.9	71.7	72.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	65	141	303	653
CNEL:	69	148	318	686

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Sun Lakes Blvd.
Road Segment: e/o Sun Lakes Village Dr.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	8,250 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	687 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	88.15%
Medium Trucks:	75.3%	7.0%	17.7%	1.75%
Heavy Trucks:	60.4%	12.0%	27.6%	10.11%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-2.92	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-19.96	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-12.33	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.9	59.5	57.8	54.1	61.7	62.2
Medium Trucks:	55.3	54.1	49.8	49.1	56.5	56.7
Heavy Trucks:	68.8	66.6	65.6	64.4	71.2	71.5
Vehicle Noise:	69.6	67.6	66.3	64.9	71.8	72.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	66	142	305	658
CNEL:	69	149	321	691

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040
Road Name: Sun Lakes Blvd.
Road Segment: e/o Sun Lakes Village Dr.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	9,641 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	803 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-2.31	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-18.83	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-11.20	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.5	60.1	58.4	54.8	62.3	62.8
Medium Trucks:	56.5	55.2	50.9	50.2	57.6	57.8
Heavy Trucks:	69.9	67.7	66.7	65.6	72.3	72.6
Vehicle Noise:	70.7	68.6	67.4	66.0	72.9	73.2

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	78	167	360	776
CNEL:	82	176	378	815

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040+P
Road Name: Sun Lakes Blvd.
Road Segment: e/o Sun Lakes Village Dr.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	10,452 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	871 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	71.9%	12.2%	15.9%	87.87%
Medium Trucks:	75.3%	7.0%	17.7%	1.79%
Heavy Trucks:	60.4%	12.0%	27.6%	10.34%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-1.91	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-18.83	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-11.20	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.9	60.5	58.8	55.2	62.7	63.2
Medium Trucks:	56.5	55.2	50.9	50.2	57.6	57.8
Heavy Trucks:	69.9	67.7	66.7	65.6	72.3	72.6
Vehicle Noise:	70.7	68.7	67.5	66.1	72.9	73.2

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	78	168	362	780
CNEL:	82	177	381	820

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Sun Lakes Blvd.
Road Segment: e/o Country Club Dr.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	6,635 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	553 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-3.93	0.71	-1.20	*-4.65*	0.000	0.000
Medium Trucks:	75.75	-20.45	0.74	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	81.57	-12.83	0.73	-1.20	*-5.43*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	59.9	58.4	56.8	53.1	60.7	61.2
Medium Trucks:	54.8	53.6	49.3	48.6	56.0	56.2
Heavy Trucks:	68.3	66.1	65.1	63.9	70.7	71.0
Vehicle Noise:	69.0	67.0	65.8	64.4	71.2	71.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	60	130	281	605
CNEL:	64	137	295	635

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Sun Lakes Blvd.
Road Segment: e/o Country Club Dr.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	7,690 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	641 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	71.9%	12.2%	15.9%	88.66%
Medium Trucks:	75.3%	7.0%	17.7%	1.67%
Heavy Trucks:	60.4%	12.0%	27.6%	9.67%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-3.20	0.71	-1.20	*-4.65*	0.000	0.000
Medium Trucks:	75.75	-20.45	0.74	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	81.57	-12.83	0.73	-1.20	*-5.43*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	60.6	59.2	57.5	53.9	61.5	61.9
Medium Trucks:	54.8	53.6	49.3	48.6	56.0	56.2
Heavy Trucks:	68.3	66.1	65.1	63.9	70.7	71.0
Vehicle Noise:	69.1	67.1	65.9	64.5	71.3	71.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	61	132	284	611
CNEL:	64	138	298	642

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040
Road Name: Sun Lakes Blvd.
Road Segment: e/o Country Club Dr.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	8,598 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	716 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	71.9%	12.2%	15.9%	86.85%
Medium Trucks:	75.3%	7.0%	17.7%	1.94%
Heavy Trucks:	60.4%	12.0%	27.6%	11.21%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-2.81	0.71	-1.20	*-4.65*	0.000	0.000
Medium Trucks:	75.75	-19.33	0.74	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	81.57	-11.70	0.73	-1.20	*-5.43*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	61.0	59.6	57.9	54.3	61.9	62.3
Medium Trucks:	56.0	54.7	50.4	49.7	57.1	57.3
Heavy Trucks:	69.4	67.2	66.2	65.1	71.8	72.1
Vehicle Noise:	70.2	68.1	66.9	65.5	72.4	72.7

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	72	155	334	719
CNEL:	76	163	351	755

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: HY 2040+P
Road Name: Sun Lakes Blvd.
Road Segment: e/o Country Club Dr.
Project Name: Banning Point
Job Number: 13841

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	9,654 vehicles
Peak Hour Percentage:	8.33%
Peak Hour Volume:	804 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	71.9%	12.2%	15.9%	88.29%
Medium Trucks:	75.3%	7.0%	17.7%	1.72%
Heavy Trucks:	60.4%	12.0%	27.6%	9.98%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-2.23	0.71	-1.20	*-4.65*	0.000	0.000
Medium Trucks:	75.75	-19.33	0.74	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	81.57	-11.70	0.73	-1.20	*-5.43*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	61.6	60.1	58.5	54.8	62.4	62.9
Medium Trucks:	56.0	54.7	50.4	49.7	57.1	57.3
Heavy Trucks:	69.4	67.2	66.2	65.1	71.8	72.1
Vehicle Noise:	70.2	68.2	67.0	65.6	72.4	72.7

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	72	156	336	725
CNEL:	76	164	354	762

APPENDIX 9.1:

CADNAA OPERATIONAL NOISE MODEL INPUTS

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13841 - Banning Point

CadnaA Noise Prediction Model: 13841_05.cna
Date: 29.11.21
Analyst: S. Shami

Calculation Configuration

Configuration	
Parameter	Value
General	
Country	(user defined)
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	999.99
Min. Length of Section (#(Unit,LEN))	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rvcr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (RLS-90)	
Strictly acc. to RLS-90	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	47.4	46.4	52.9	55.0	68.3	0.0				5.00	a	6352327.53	2281636.15	5.00
RECEIVERS		R2	38.4	37.3	43.8	55.0	60.4	0.0				5.00	a	6353218.80	2280950.82	5.00
RECEIVERS		R3	44.1	42.9	49.3	55.0	57.0	0.0				5.00	a	6352587.29	2280352.73	5.00
RECEIVERS		R4	45.8	44.6	51.0	55.0	64.5	0.0				5.00	a	6352225.31	2279816.27	5.00
RECEIVERS		R5	45.8	44.7	51.1	55.0	63.1	0.0				5.00	a	6351378.09	2279812.80	5.00

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			K0	Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night				X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(dB)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE		AC01	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	0.0	5.00	g	6351250.55	2280077.57	35.00
POINTSOURCE		AC02	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	0.0	5.00	g	6351445.25	2280087.37	35.00
POINTSOURCE		AC03	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	0.0	5.00	g	6351826.24	2280077.57	35.00
POINTSOURCE		AC04	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	0.0	5.00	g	6351977.52	2280073.36	35.00
POINTSOURCE		AC05	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	0.0	5.00	g	6352166.62	2280066.36	35.00
POINTSOURCE		AC06	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	0.0	5.00	g	6352324.90	2280059.36	35.00
POINTSOURCE		AC07	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	0.0	5.00	g	6352294.84	2280347.91	50.00
POINTSOURCE		AC08	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	0.0	5.00	g	6351338.81	2280375.65	50.00
POINTSOURCE		AC09	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	0.0	5.00	g	6351348.42	2280965.69	50.00
POINTSOURCE		AC10	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	0.0	5.00	g	6352381.26	2280918.75	50.00
POINTSOURCE		DT01	83.2	83.2	83.2	Lw	83.2		900.00	0.00	270.00	0.0	3.00	a	6351201.53	2280085.97	3.00

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			K0	Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night				X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(dB)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE		PARKING01	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351130.28	2280841.08	5.00
POINTSOURCE		PARKING02	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351132.09	2280919.56	5.00
POINTSOURCE		PARKING03	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351135.69	2280966.46	5.00
POINTSOURCE		PARKING04	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351528.97	2279980.58	5.00
POINTSOURCE		PARKING05	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351436.96	2279981.48	5.00
POINTSOURCE		PARKING06	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351344.06	2279985.09	5.00
POINTSOURCE		PARKING07	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351308.88	2280068.97	5.00
POINTSOURCE		PARKING08	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351353.98	2280068.97	5.00
POINTSOURCE		PARKING09	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351441.47	2280024.77	5.00
POINTSOURCE		PARKING10	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351527.16	2280022.97	5.00
POINTSOURCE		PARKING11	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351569.56	2280070.78	5.00
POINTSOURCE		PARKING12	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351781.53	2280015.75	5.00
POINTSOURCE		PARKING13	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351866.31	2280013.05	5.00
POINTSOURCE		PARKING14	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351937.57	2280011.24	5.00
POINTSOURCE		PARKING15	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352009.73	2280006.73	5.00
POINTSOURCE		PARKING16	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352117.07	2280004.03	5.00
POINTSOURCE		PARKING17	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352200.96	2280002.22	5.00
POINTSOURCE		PARKING18	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352271.31	2279999.52	5.00
POINTSOURCE		PARKING19	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352351.59	2279996.81	5.00
POINTSOURCE		PARKING20	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352402.10	2280052.74	5.00
POINTSOURCE		PARKING21	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352097.23	2280059.95	5.00
POINTSOURCE		PARKING22	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351740.03	2280068.97	5.00
POINTSOURCE		PARKING23	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352049.42	2280061.76	5.00
POINTSOURCE		PARKING24	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351615.56	2280068.97	5.00
POINTSOURCE		PARKING25	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351694.93	2280070.78	5.00
POINTSOURCE		PARKING26	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352155.86	2280206.98	5.00
POINTSOURCE		PARKING27	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352104.44	2280208.78	5.00
POINTSOURCE		PARKING28	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352040.40	2280212.39	5.00
POINTSOURCE		PARKING29	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351991.69	2280213.29	5.00
POINTSOURCE		PARKING30	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351910.51	2280214.19	5.00
POINTSOURCE		PARKING31	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351861.80	2280216.00	5.00
POINTSOURCE		PARKING32	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351796.86	2280218.70	5.00
POINTSOURCE		PARKING33	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351736.43	2280225.02	5.00
POINTSOURCE		PARKING34	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351566.85	2280229.53	5.00
POINTSOURCE		PARKING35	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351468.53	2280233.14	5.00
POINTSOURCE		PARKING36	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352382.26	2280188.94	5.00
POINTSOURCE		PARKING37	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352328.14	2280192.55	5.00
POINTSOURCE		PARKING38	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352375.04	2280236.74	5.00
POINTSOURCE		PARKING39	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352329.94	2280240.35	5.00
POINTSOURCE		PARKING40	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352433.67	2281046.74	5.00
POINTSOURCE		PARKING41	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352354.30	2281050.35	5.00
POINTSOURCE		PARKING42	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352172.99	2281059.37	5.00
POINTSOURCE		PARKING43	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352105.34	2281061.17	5.00
POINTSOURCE		PARKING44	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6352034.99	2281062.98	5.00
POINTSOURCE		PARKING45	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351964.63	2281064.78	5.00
POINTSOURCE		PARKING46	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351891.57	2281066.58	5.00
POINTSOURCE		PARKING47	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351830.23	2281068.39	5.00
POINTSOURCE		PARKING48	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351762.58	2281069.29	5.00
POINTSOURCE		PARKING49	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351681.40	2281070.19	5.00
POINTSOURCE		PARKING50	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351611.05	2281071.09	5.00
POINTSOURCE		PARKING51	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351539.79	2281072.00	5.00
POINTSOURCE		PARKING52	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351464.92	2281075.60	5.00
POINTSOURCE		PARKING53	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351323.31	2281080.11	5.00
POINTSOURCE		PARKING54	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351232.21	2281083.72	5.00
POINTSOURCE		PARKING55	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351133.89	2281088.23	5.00
POINTSOURCE		PARKING56	79.0	79.0	79.0	Lw	79		900.00	0.00	540.00	0.0	5.00	a	6351059.93	2281092.74	5.00
POINTSOURCE		TRASH01	89.0	89.0	89.0	Lw	89.0		150.00	0.00	90.00	0.0	5.00	a	6352275.65	2281044.09	5.00
POINTSOURCE		TRASH02	89.0	89.0	89.0	Lw	89.0		150.00	0.00	90.00	0.0	5.00	a	6351423.40	2280250.73	5.00
POINTSOURCE		TRASH03	89.0	89.0	89.0	Lw	89.0		150.00	0.00	90.00	0.0	5.00	a	6351552.71	2280121.43	5.00
POINTSOURCE		TRASH04	89.0	89.0	89.0	Lw	89.0		150.00	0.00	90.00	0.0	5.00	a	6351908.81	2280109.09	5.00
POINTSOURCE		TRASH05	89.0	89.0	89.0	Lw	89.0		150.00	0.00	90.00	0.0	5.00	a	6352247.40	2280099.54	5.00

Line Source(s)

Name	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Operating Time			Moving Pt. Src				Height
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	Number			Speed	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	Day	Evening	Night	(mph)	(ft)
LINESOURCE		TRUCK01	93.2	93.2	93.2	65.5	65.5	65.5	Lw	93.2		900.00	0.00	540.00					8
LINESOURCE		TRUCK02	93.2	93.2	93.2	67.2	67.2	67.2	Lw	93.2		900.00	0.00	540.00					8
LINESOURCE		TRUCK03	93.2	93.2	93.2	66.8	66.8	66.8	Lw	93.2		900.00	0.00	540.00					8

Name	Height				Coordinates			
	Begin		End		x	y	z	Ground
	(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
LINESOURCE	8.00	a			6352250.37	2280957.65	8.00	0.00
					6352253.46	2280988.03	8.00	0.00
					6351225.34	2281021.65	8.00	0.00

Name	Height				Coordinates			
	Begin		End		x	y	z	Ground
	(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
					6351215.53	2280999.24	8.00	0.00
					6351211.33	2280728.90	8.00	0.00
					6351201.53	2280710.69	8.00	0.00
					6351177.71	2280698.08	8.00	0.00
					6351160.91	2280686.88	8.00	0.00
					6351159.51	2280671.47	8.00	0.00
					6351160.91	2280649.06	8.00	0.00
					6351229.54	2280527.20	8.00	0.00
					6351212.73	2280210.63	8.00	0.00
LINESOURCE	8.00	a			6352242.55	2280309.96	8.00	0.00
					6352240.86	2280256.86	8.00	0.00
					6351376.62	2280284.87	8.00	0.00
					6351376.62	2280198.03	8.00	0.00
					6351354.20	2280192.43	8.00	0.00
					6351305.18	2280191.02	8.00	0.00
					6351253.35	2280196.63	8.00	0.00
					6351232.34	2280205.03	8.00	0.00
					6351212.73	2280210.63	8.00	0.00
					6351173.51	2280192.43	8.00	0.00
					6351093.16	2280164.20	8.00	0.00
LINESOURCE	8.00	a			6352230.82	2280257.18	8.00	0.00
					6352228.44	2280184.37	8.00	0.00
					6352234.01	2280177.86	8.00	0.00
					6352241.91	2280171.36	8.00	0.00
					6352251.67	2280168.11	8.00	0.00
					6352490.48	2280160.67	8.00	0.00
					6352515.44	2280972.08	8.00	0.00
					6352502.17	2280979.63	8.00	0.00
					6352488.26	2280979.63	8.00	0.00
					6352253.46	2280988.03	8.00	0.00

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	
AREASOURCE		DOCK01	111.5	111.5	111.5	74.4	74.4	74.4	Lw	111.5		900.00	0.00	540.00	8
AREASOURCE		DOCK02	111.5	111.5	111.5	74.5	74.5	74.5	Lw	111.5		900.00	0.00	540.00	8

Name	Height				Coordinates			
	Begin		End		x	y	z	Ground
	(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
AREASOURCE	8.00	a			6351356.30	2280401.78	8.00	0.00
					6352254.74	2280374.73	8.00	0.00
					6352252.53	2280309.65	8.00	0.00
					6351352.97	2280343.11	8.00	0.00
AREASOURCE	8.00	a			6352281.87	2280961.67	8.00	0.00
					6352279.29	2280900.31	8.00	0.00
					6351378.36	2280927.78	8.00	0.00
					6351379.61	2280986.04	8.00	0.00

Barrier(s)

Name	M.	ID	Absorption		Z-Ext.	Cantilever		Height			Coordinates			
			left	right		horz.	vert.	Begin		End	x	y	z	Ground
					(ft)	(ft)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)
BARRIEREXISTING		0						6.00	a		6351094.29	2279817.47	6.00	0.00
											6351201.71	2279808.79	6.00	0.00
											6351401.37	2279832.66	6.00	0.00
											6351426.32	2279787.09	6.00	0.00
											6351492.51	2279786.00	6.00	0.00
BARRIEREXISTING		0						6.00	a		6351721.68	2279755.84	6.00	0.00
											6351745.12	2279783.18	6.00	0.00
											6351893.55	2279848.28	6.00	0.00
											6352749.02	2279819.64	6.00	0.00
BARRIEREXISTING		0						6.00	a		6352601.63	2280525.89	6.00	0.00
											6352536.35	2280529.36	6.00	0.00
											6352524.54	2279974.50	6.00	0.00
BARRIEREXISTING		0						6.00	a		6353216.61	2281065.79	6.00	0.00
											6353207.07	2280506.76	6.00	0.00
BARRIERTEMP		0						14.00	a		6351019.96	2281122.79	14.00	0.00
											6352497.39	2281076.07	14.00	0.00
BARRIERTEMP		0						14.00	a		6351413.95	2280270.88	14.00	0.00
											6351411.67	2280214.88	14.00	0.00
											6352186.97	2280191.67	14.00	0.00
											6352189.25	2280247.21	14.00	0.00
BARRIERTEMP		0						14.00	a		6352254.79	2280245.39	14.00	0.00

Name	M.	ID	Absorption		Z-Ext.	Cantilever		Height			Coordinates			
			left	right		horz.	vert.	Begin		End	x	y	z	Ground
					(ft)	(ft)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)
											6352263.04	2280244.82	14.00	0.00
											6352266.52	2280314.01	14.00	0.00

Building(s)

Name	M.	ID	RB	Residents	Absorption	Height		Coordinates			
						Begin		x	y	z	Ground
						(ft)		(ft)	(ft)	(ft)	(ft)
BUILDING		BUILDING00001	x	0		45.00	a	6352284.30	2280956.61	45.00	0.00
								6352341.19	2280954.08	45.00	0.00
								6352340.88	2280943.59	45.00	0.00
								6352400.39	2280943.59	45.00	0.00
								6352372.92	2280322.71	45.00	0.00
								6352312.59	2280324.38	45.00	0.00
								6352313.42	2280312.73	45.00	0.00
								6352252.66	2280314.39	45.00	0.00
								6352254.74	2280374.73	45.00	0.00
								6351356.30	2280401.78	45.00	0.00
								6351352.97	2280343.11	45.00	0.00
								6351293.05	2280345.19	45.00	0.00
								6351293.05	2280356.42	45.00	0.00
								6351233.54	2280358.50	45.00	0.00
								6351261.42	2280978.96	45.00	0.00
								6351320.51	2280975.63	45.00	0.00
								6351322.19	2280989.73	45.00	0.00
								6351379.61	2280986.04	45.00	0.00
								6351378.36	2280927.78	45.00	0.00
								6352279.29	2280900.31	45.00	0.00
BUILDING		BUILDING00006	x	0		30.00	a	6352115.75	2280090.10	30.00	0.00
								6352205.67	2280088.11	30.00	0.00
								6352203.68	2280032.41	30.00	0.00
								6352163.09	2280034.40	30.00	0.00
								6352163.49	2280029.63	30.00	0.00
								6352113.76	2280030.02	30.00	0.00
BUILDING		BUILDING00002	x	0		30.00	a	6351225.71	2280099.88	30.00	0.00
								6351258.73	2280098.29	30.00	0.00
								6351258.73	2280093.91	30.00	0.00
								6351263.90	2280093.91	30.00	0.00
								6351264.30	2280081.58	30.00	0.00
								6351258.33	2280081.58	30.00	0.00
								6351258.73	2280038.21	30.00	0.00
								6351224.11	2280039.40	30.00	0.00
BUILDING		BUILDING00003	x	0		30.00	a	6351381.44	2280115.00	30.00	0.00
								6351501.20	2280112.21	30.00	0.00
								6351498.82	2280055.32	30.00	0.00
								6351379.06	2280056.11	30.00	0.00
BUILDING		BUILDING00004	x	0		30.00	a	6351759.08	2280101.13	30.00	0.00
								6351877.85	2280097.43	30.00	0.00
								6351875.58	2280041.89	30.00	0.00
								6351755.84	2280042.34	30.00	0.00
BUILDING		BUILDING00005	x	0		30.00	a	6351921.36	2280097.78	30.00	0.00
								6352010.08	2280094.20	30.00	0.00
								6352009.68	2280035.71	30.00	0.00
								6351960.35	2280036.90	30.00	0.00
								6351960.35	2280040.88	30.00	0.00
								6351920.16	2280041.68	30.00	0.00
BUILDING		BUILDING00007	x	0		30.00	a	6352246.93	2280088.74	30.00	0.00
								6352367.88	2280085.16	30.00	0.00
								6352365.50	2280025.48	30.00	0.00
								6352246.13	2280031.84	30.00	0.00

APPENDIX 10.1:

CADNAA CONSTRUCTION NOISE MODEL INPUTS

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13841 - Banning Point

CadnaA Noise Prediction Model: 13841_02 - Construction.cna
Date: 29.06.21
Analyst: S. Shami

Calculation Configuration

Configuration	
Parameter	Value
General	
Country	(user defined)
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	999.99
Min. Length of Section (#(Unit,LEN))	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rvcr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (RLS-90)	
Strictly acc. to RLS-90	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	67.9	67.9	74.6	55.0	45.0	0.0				5.00	a	6352327.53	2281636.15	5.00
RECEIVERS		R2	60.9	60.9	67.6	55.0	45.0	0.0				5.00	a	6353218.80	2280950.82	5.00
RECEIVERS		R3	69.0	69.0	75.7	55.0	45.0	0.0				5.00	a	6352587.29	2280352.73	5.00
RECEIVERS		R4	68.5	68.5	75.2	55.0	45.0	0.0				5.00	a	6352225.31	2279816.27	5.00
RECEIVERS		R5	68.2	68.2	74.9	55.0	45.0	0.0				5.00	a	6351378.09	2279812.80	5.00

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	
SITEBOUNDARY		CONSTRUCTION	130.8	130.8	130.8	79.0	79.0	79.0	Lw''	79					8

Name	Height				Coordinates			
	Begin		End		x	y	z	Ground
	(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
SITEBOUNDARY	8.00	a			6351010.72	2281135.25	8.00	0.00
					6352497.72	2281087.91	8.00	0.00
					6352464.74	2279926.45	8.00	0.00
					6351532.01	2279945.84	8.00	0.00
					6351207.36	2279947.57	8.00	0.00
					6351124.03	2279935.42	8.00	0.00

Name	Height		Coordinates			
	Begin	End	x	y	z	Ground
	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
			6351096.25	2279957.99	8.00	0.00
			6351088.44	2280015.28	8.00	0.00
			6351085.83	2280105.56	8.00	0.00
			6351086.70	2280137.68	8.00	0.00
			6351097.52	2280182.12	8.00	0.00
			6351182.59	2280237.68	8.00	0.00
			6351180.85	2280544.97	8.00	0.00
			6351007.24	2280869.62	8.00	0.00

Barrier(s)

Name	M.	ID	Absorption		Z-Ext.	Cantilever		Height			Coordinates			
			left	right		horz.	vert.	Begin		End	x	y	z	Ground
					(ft)	(ft)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)
BARRIEREXISTING		0						6.00	a		6351094.29	2279817.47	6.00	0.00
											6351201.71	2279808.79	6.00	0.00
											6351401.37	2279832.66	6.00	0.00
											6351426.32	2279787.09	6.00	0.00
											6351492.51	2279786.00	6.00	0.00
BARRIEREXISTING		0						6.00	a		6351721.68	2279755.84	6.00	0.00
											6351745.12	2279783.18	6.00	0.00
											6351893.55	2279848.28	6.00	0.00
											6352749.02	2279819.64	6.00	0.00
BARRIEREXISTING		0						6.00	a		6352601.63	2280525.89	6.00	0.00
											6352536.35	2280529.36	6.00	0.00
											6352524.54	2279974.50	6.00	0.00
BARRIEREXISTING		0						6.00	a		6353216.61	2281065.79	6.00	0.00
											6353207.07	2280506.76	6.00	0.00

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Emery Papp, Senior Planner**
MEETING DATE:	**September 10, 2024**
SUBJECT:	**Overview and Presentation of Industrial Development Projects in the City of Banning**

RECOMMENDATION:

Receive, file, and discussion only

BACKGROUND:

City Council Member Flynn requested an overview of the industrial development projects currently under review by City staff to provide additional information to the public of the type and amount of development projects that are anticipated to be considered before the Planning Commission and the City Council in the future. The City Council should be mindful that this is a broad overview and presentation on the proposed projects. This item is not a public hearing on any of the proposed projects. Each of the of the proposed projects that are seeking entitlements will involve a quasi-adjudicatory proceeding before the Planning Commission and/or the City Council. For those projects, it is important that Council Members refrain from making comments that may indicate bias or a predetermination of the vote that will be cast.

The projects to be briefly introduced this evening that are currently under review include:

- AMCO Structures
- Banning Point (Creation)
- Banning Commerce Center (Sansone)
- Banning 25 (Seefried)
- Condon Johnson Heavy Equipment Yard
- First Hathaway Logistics
- Sunset Crossroads Specific Plan
- WEKA Industrial

Recently Approved Industrial Projects include:

- Brown Strauss Steel
- Charles Street Industrial Building (CDRE Holdings)
- First Lincoln Logistics
- KCB Towers Equipment Yard
- KVL Tires
- Banning Pallet Yard

Graphic images and summaries for each project can be found in the attached PowerPoint presentation.

JUSTIFICATION:

This is a City Council initiated request to present information pertaining to entitlement applications for industrial development projects currently being processed by the City of Banning. This exercise will provide additional information to the City Council and the general public regarding the proposed projects in addition to the project information available to the public on the City's website.

FISCAL IMPACT:

No Fiscal Impact, only staff time to prepare the presentation.

ALTERNATIVES:

None

BUDGETED?:

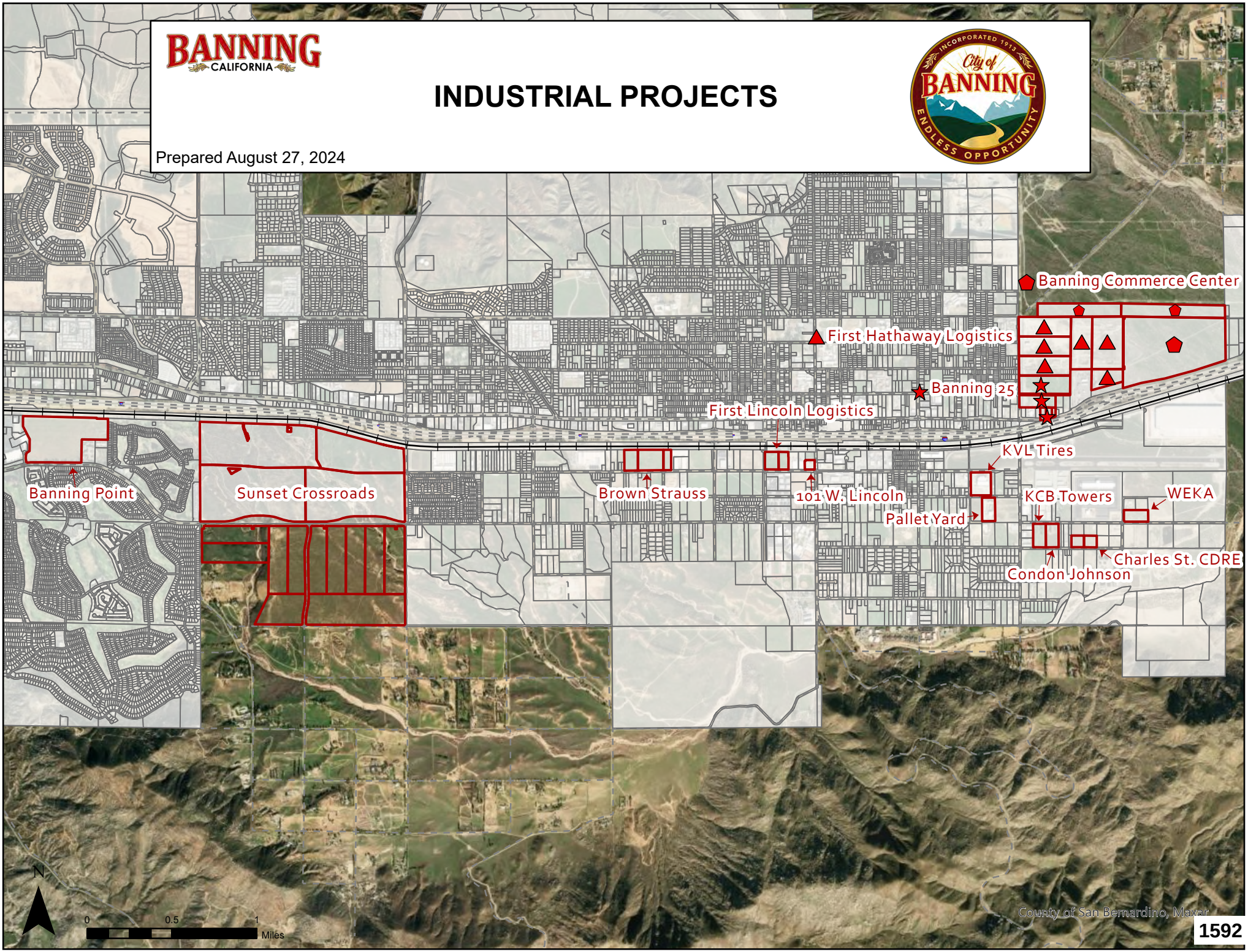
No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Industrial_Projects_Overview1.pdf
2. Item 9.1 CC 09-10-2024 Industrial Project Overview.pptx


BANNING
CALIFORNIA
INDUSTRIAL PROJECTS
Prepared August 27, 2024
City of BANNING
INCORPORATED 1913
ENDLESS OPPORTUNITY
Banning Commerce Center
First Hathaway Logistics
Banning 25
First Lincoln Logistics
KVL Tires
Banning Point
Sunset Crossroads
Brown Strauss
101 W. Lincoln
Pallet Yard
KCB Towers
WEKA
Charles St. CDRE
Condon Johnson
N
0
0.5
1
Miles
County of San Bernardino, Maxar
1592

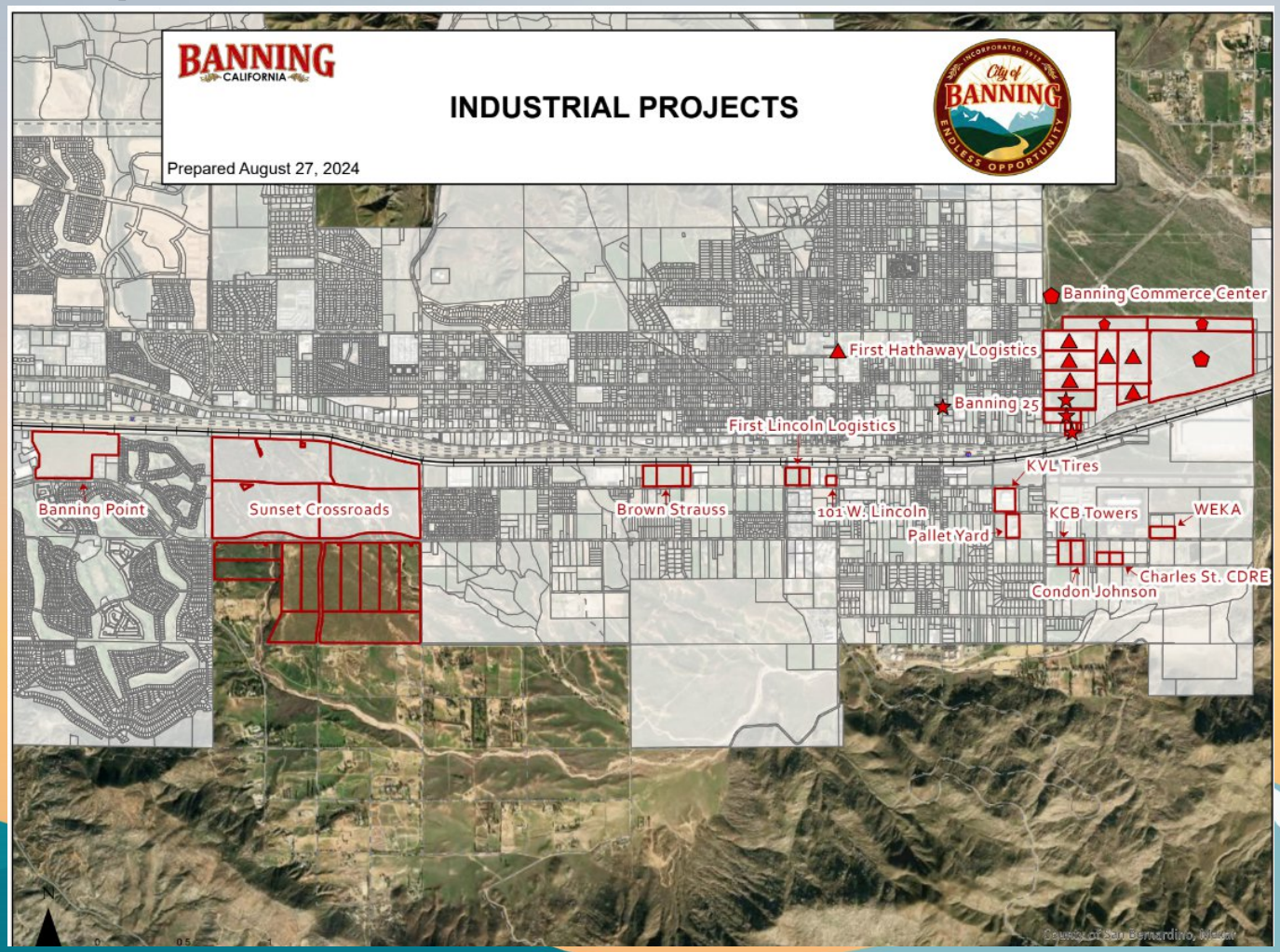
CITY COUNCIL
DISCUSSION ITEM NO. 9.1
SEPTEMBER 10, 2024

An Overview of Industrial Development Projects in the City of Banning

Background

- Councilmember Flynn requested a presentation pertaining to entitlement applications for industrial development projects currently being processed by the City of Banning.
- This presentation will provide general information to the City Council and the general public regarding the proposed projects.
- Included in the presentation are recently approved projects.
- The presentation will also serve to identify where project information is available to the public on the City's website.
- The information is presented as receive and file only, comments or questions inferring level of support for any listed project would be improper at this time.

Map Overview



Industrial Projects Under Review

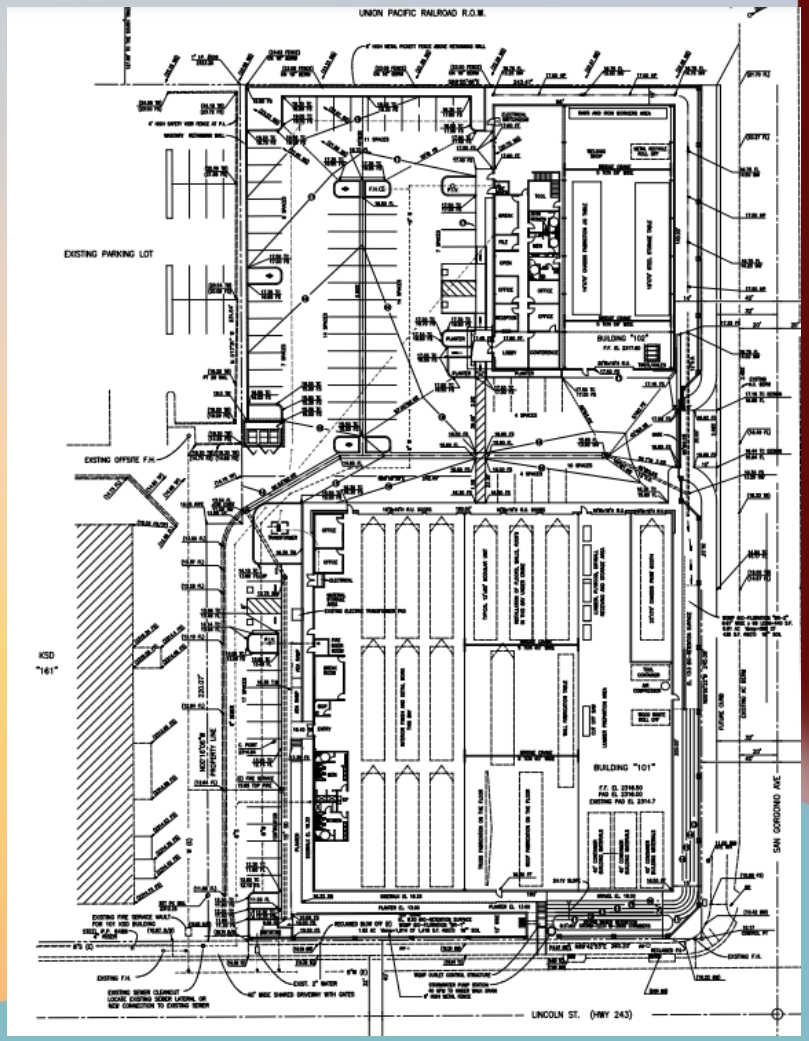
AMCO Structures – 101 W. Lincoln St



AMCO Structures – 101 W. Lincoln St

Design Review for:

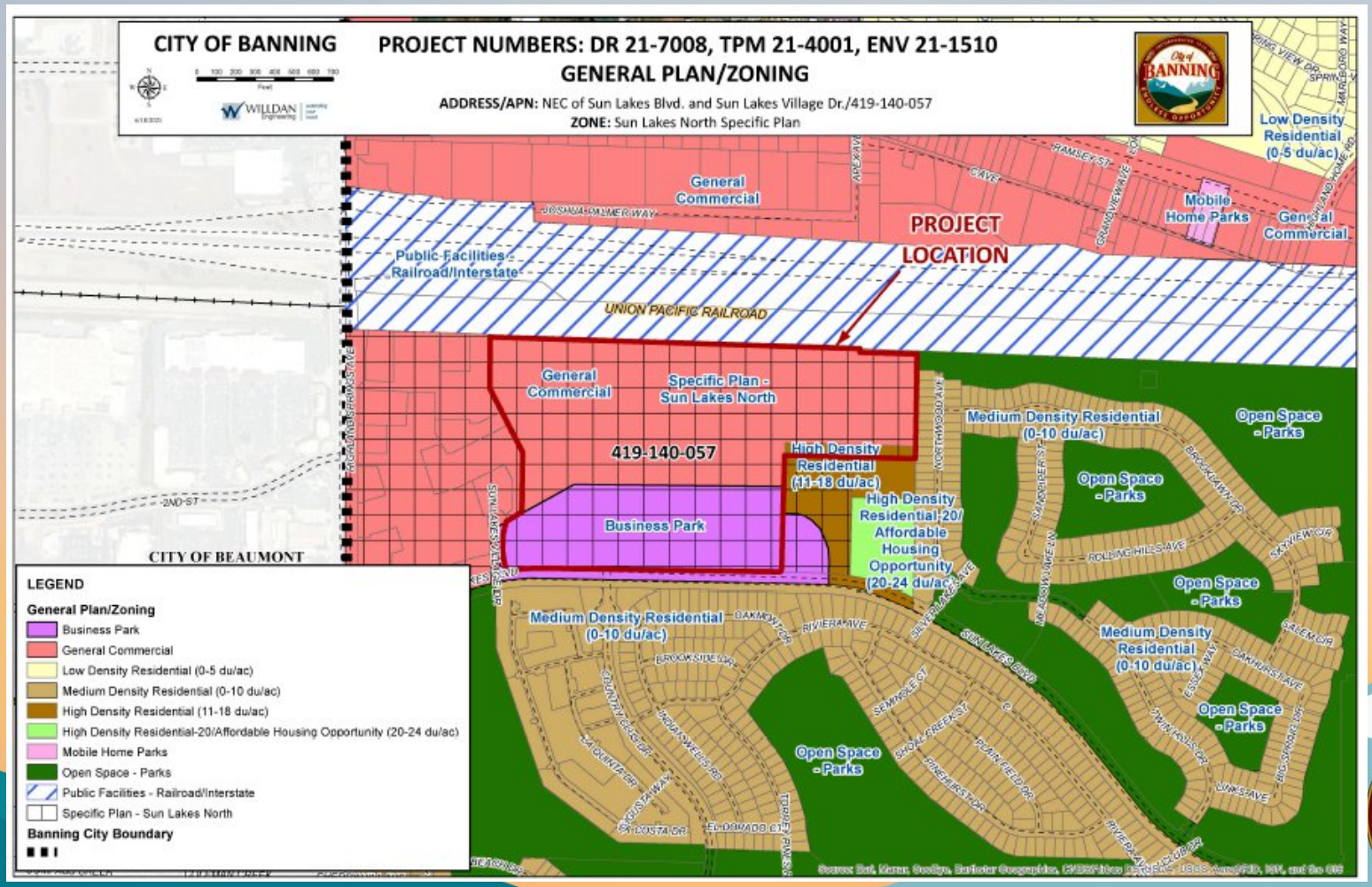
- Two new industrial buildings totaling 51,144 s.f. on 2.6-acre site
- Purpose to construct modular offices and classroom buildings
- Infrastructure improvements – widen NWC of intersection
- Employ skilled tradespeople – welders, carpenters, electricians, etc.



AMCO Structures – 101 W. Lincoln St



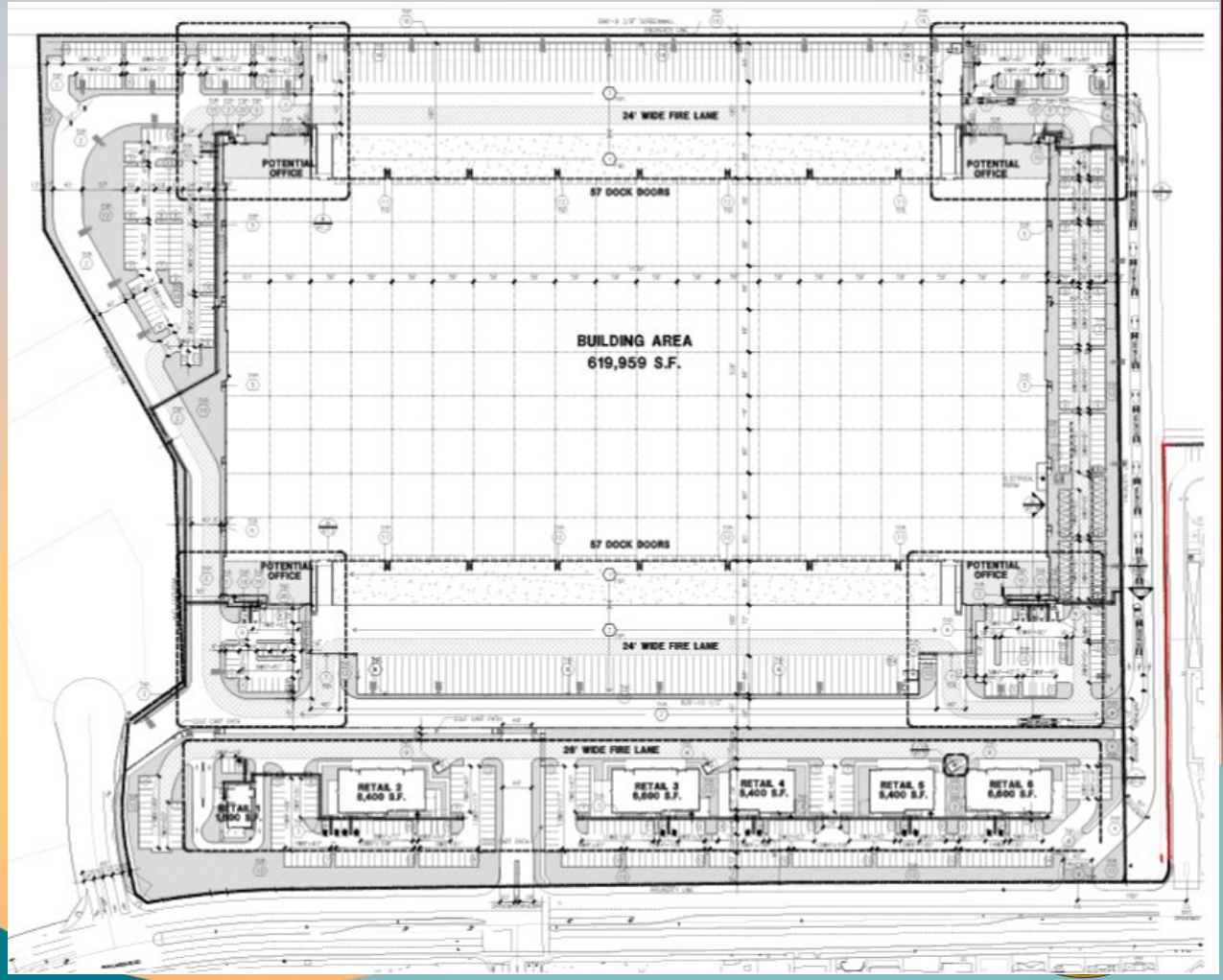
Banning Point – APN 419-140-097



Banning Point – APN 419-140-097

TPM 38164 and DR 21-7008 propose to:

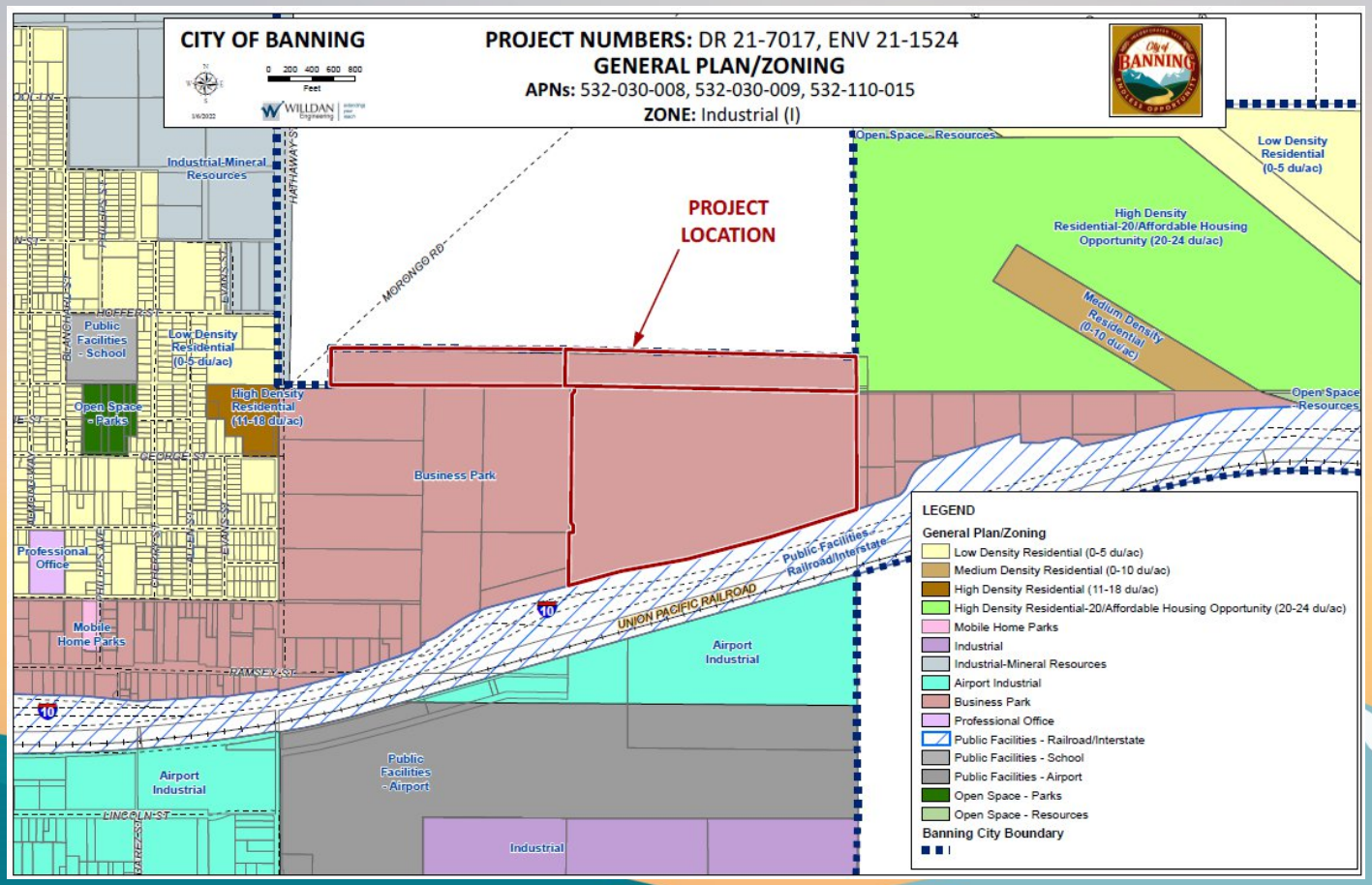
- Subdivide 47.11 gross acres of vacant land located within the Sun Lakes Village North Specific Plan area (SLVNSP) into three commercial / industrial lots
- Construction a 619,959 square foot industrial warehouse building, including a 10,000 square-foot integrated office component.
- Construct six new retail/commercial buildings collectively totaling approximately 34,000 square feet



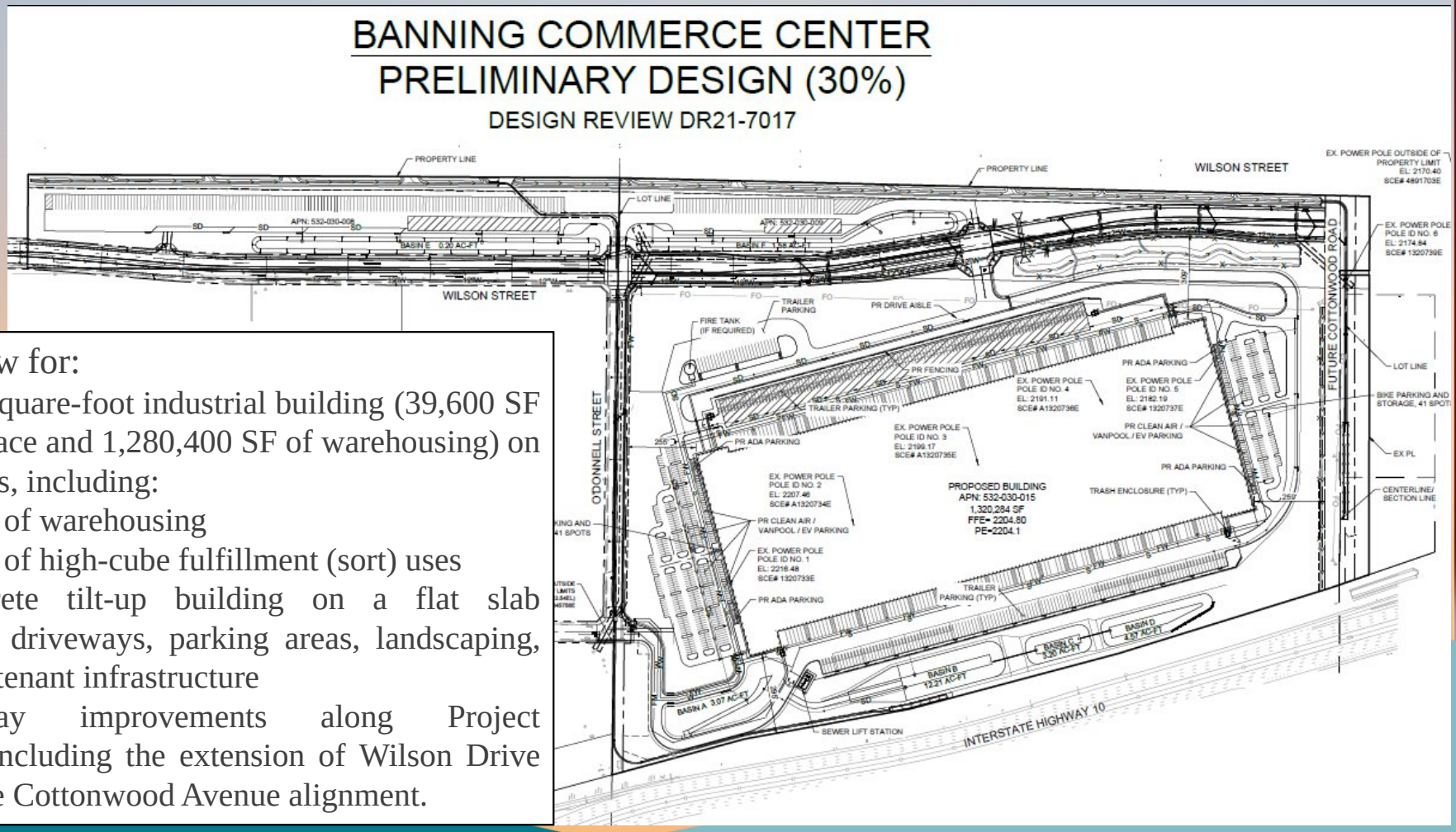
Banning Point – APN 419-140-097



Banning Commerce Center – APN 532-030-008, -009, 532-110-015



Banning Commerce Center – APN 532-030-008, -009, 532-110-015



Design Review for:

- 1,320,000 square-foot industrial building (39,600 SF of office space and 1,280,400 SF of warehousing) on 131.33 acres, including:
- 640,200 SF of warehousing
- 640,200 SF of high-cube fulfillment (sort) uses
- One concrete tilt-up building on a flat slab foundation, driveways, parking areas, landscaping, other appurtenant infrastructure
- Right-of-Way improvements along Project frontages, including the extension of Wilson Drive to the future Cottonwood Avenue alignment.

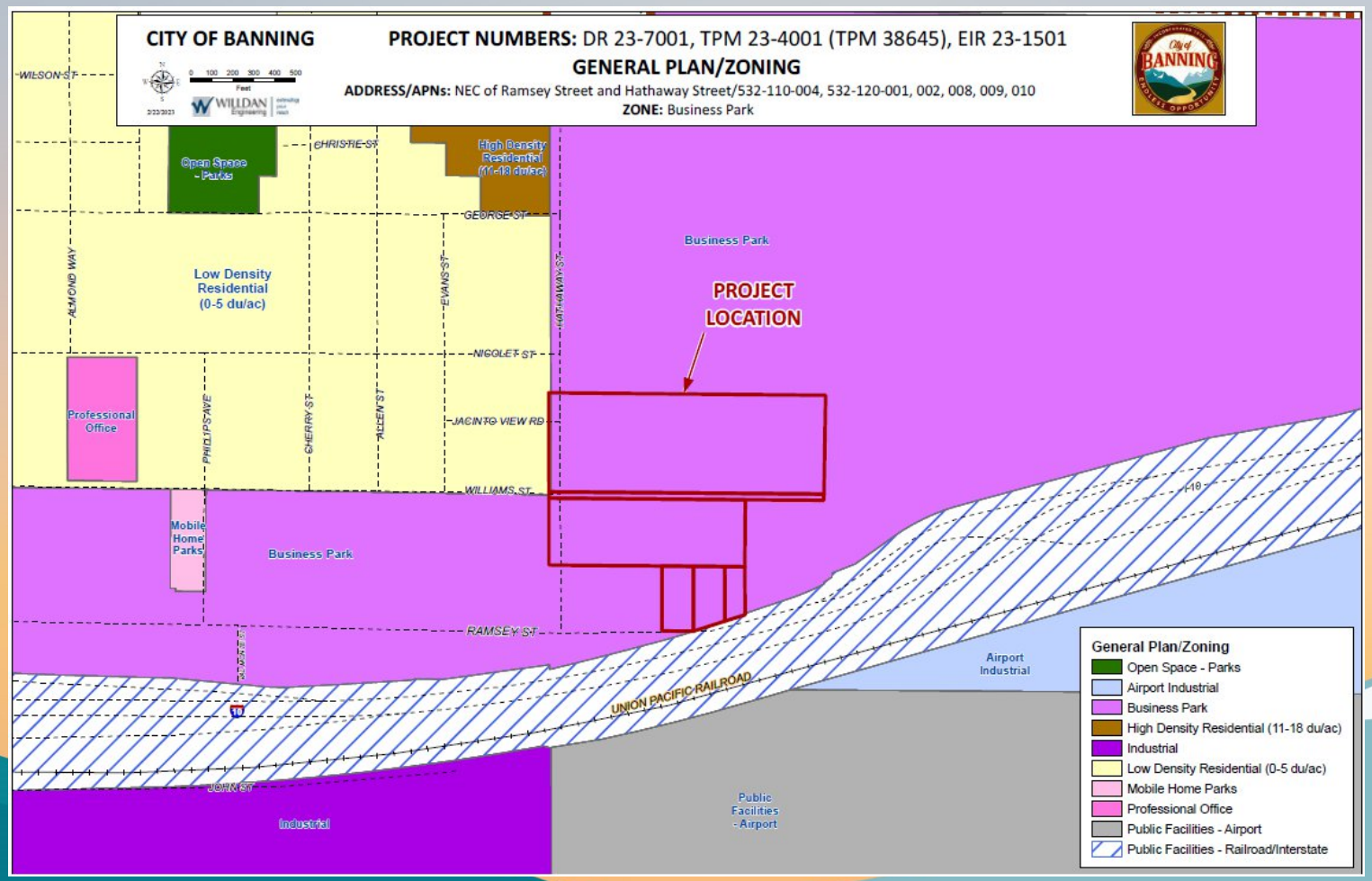
Banning Commerce Center – APN 532-030-008, -009, 532-110-015







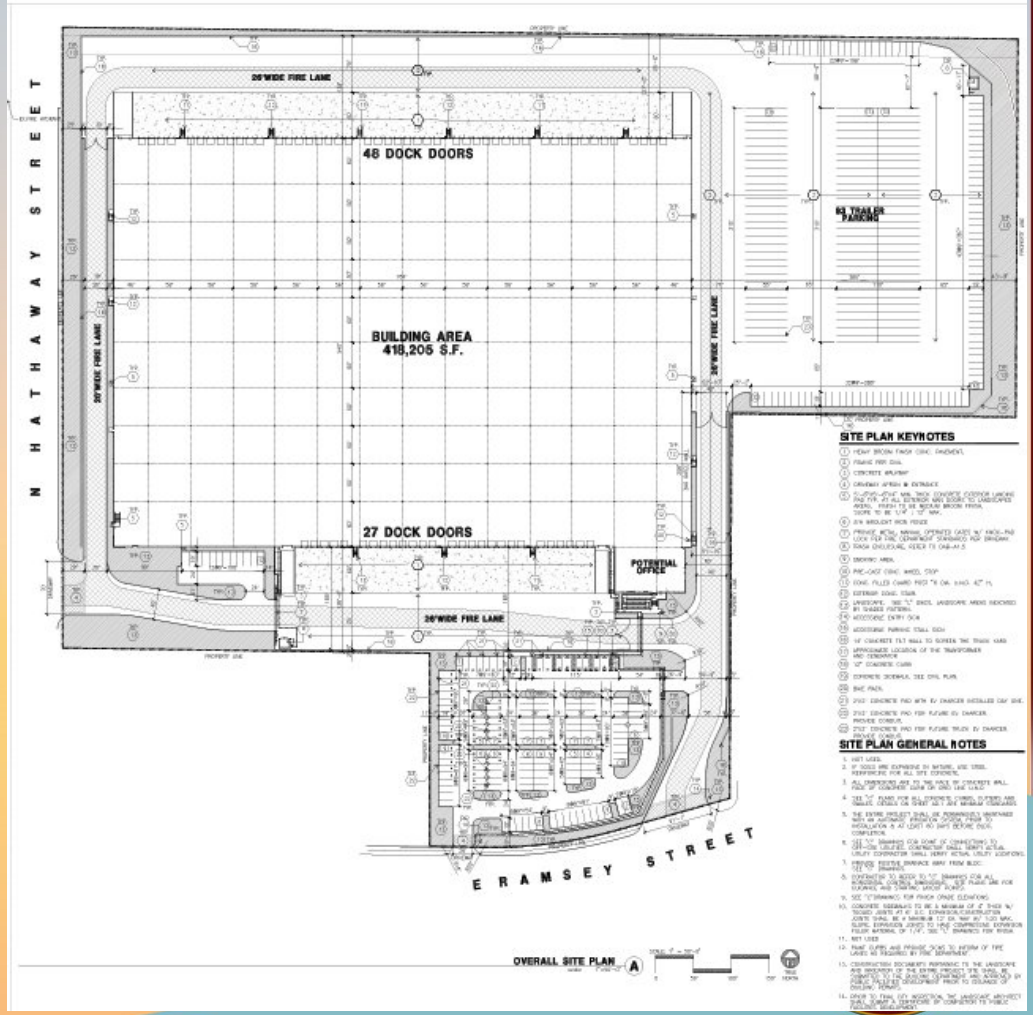
Banning 25 (Seefried) 820 S. Hathaway St.



Banning 25 (Seefried) 820 S. Hathaway St.

Design Review and Tentative Parcel Map:

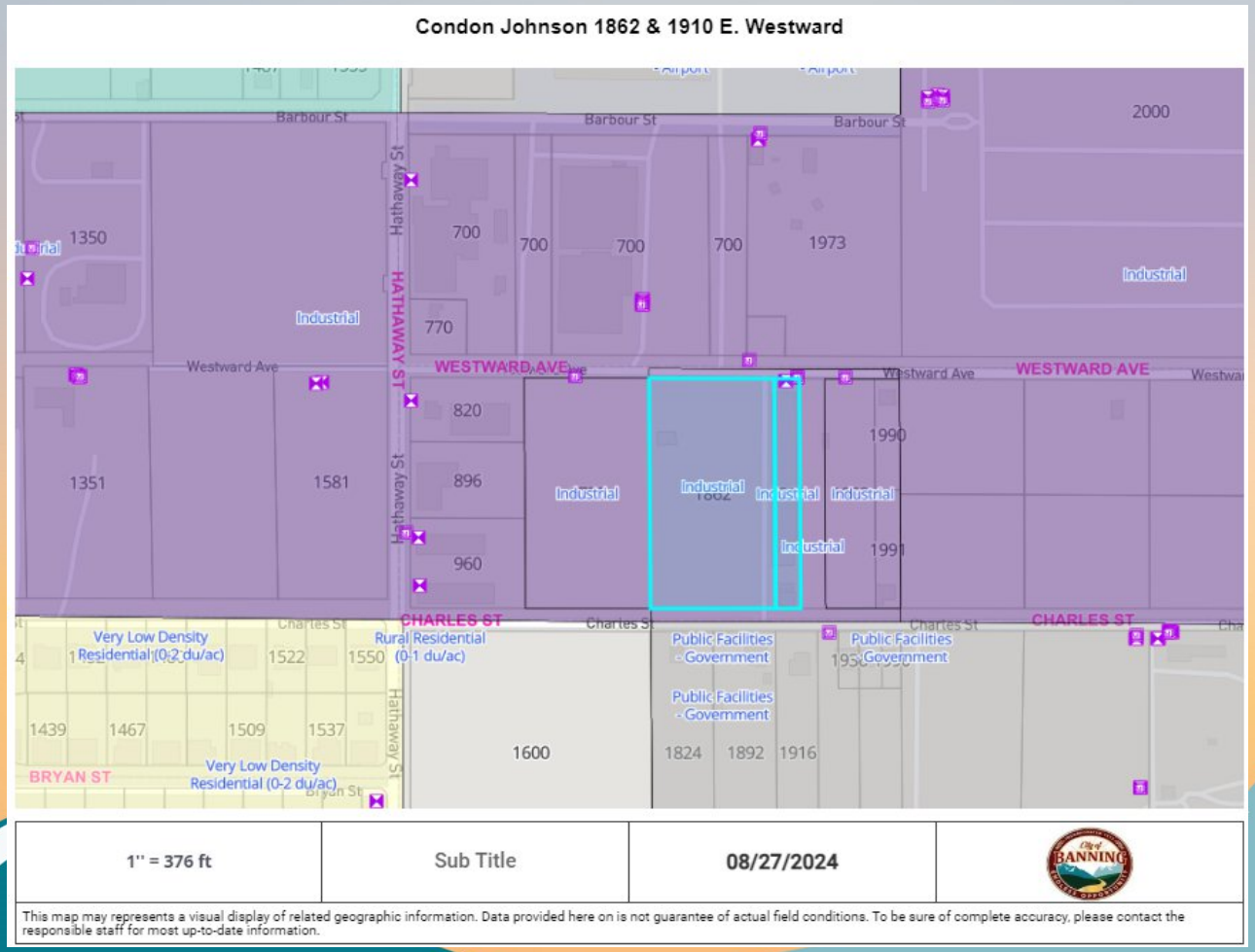
- Development of a one-story office/warehouse totaling 418,205 SF on 25.07 acres
- Proposed uses include warehousing, distribution, storage, and fulfillment
- TPM to consolidate 6 parcels



Banning 25 (Seefried) 820 S. Hathaway St.



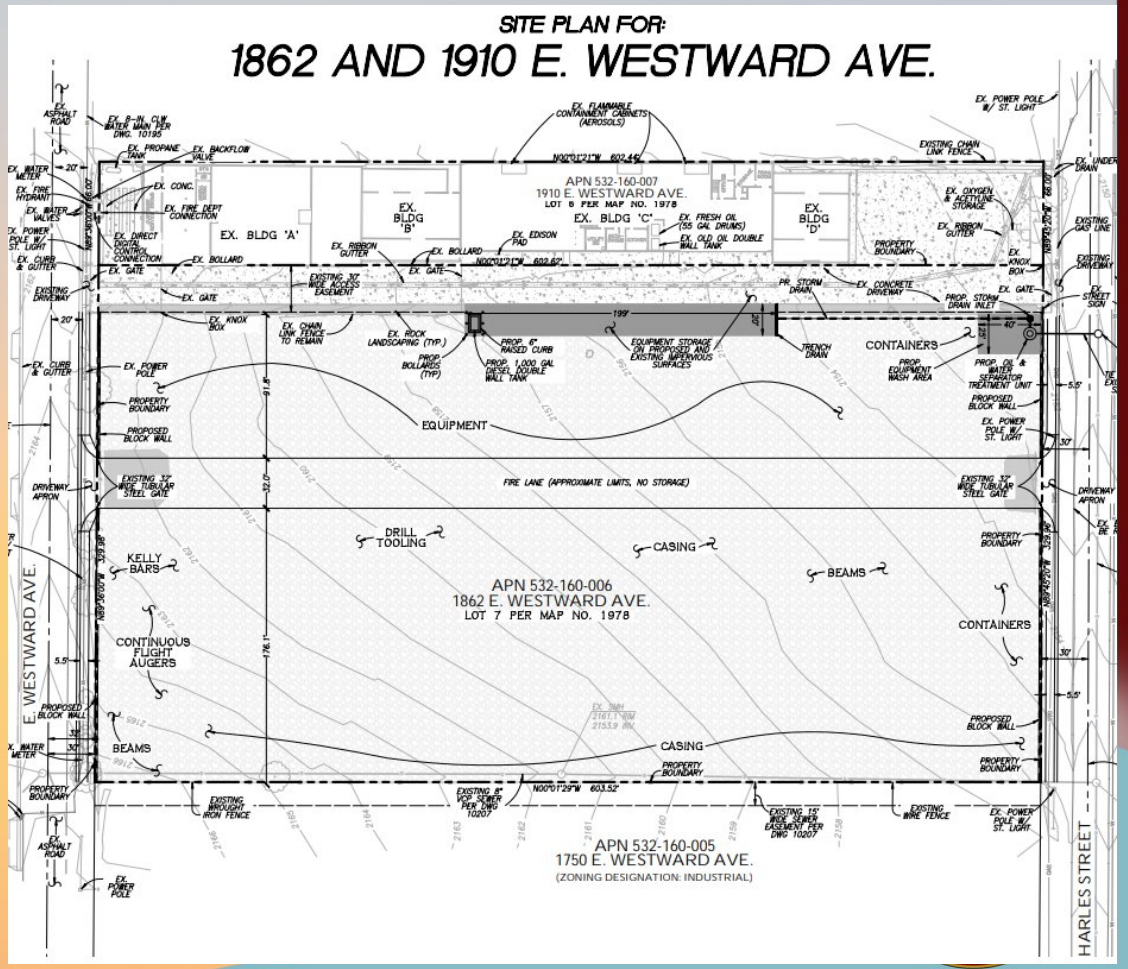
Condon Johnson – 1862/1910 E. Westward St.



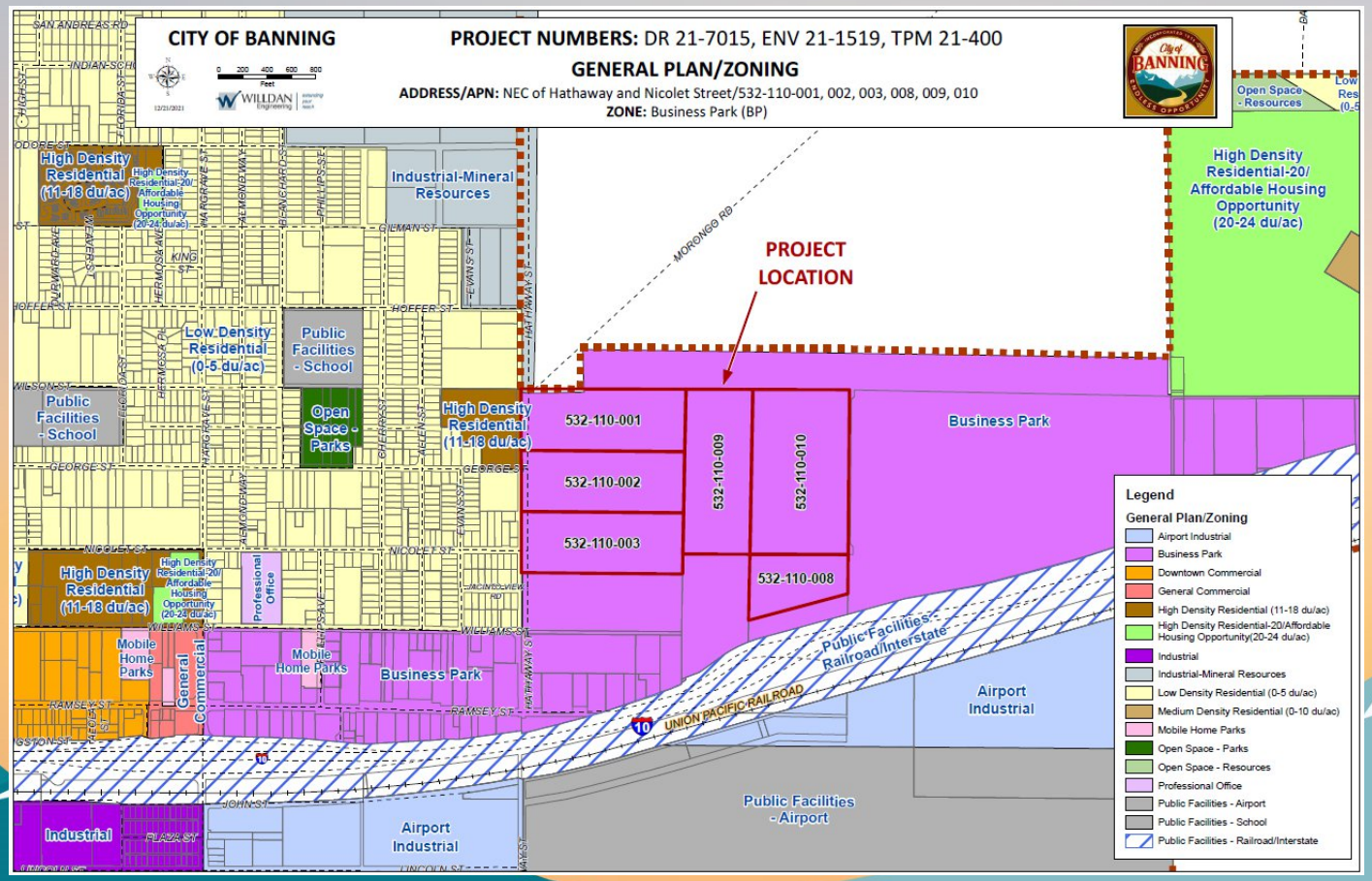
Condon Johnson – 1862/1910 E. Westward St.

Design Review for:

- Storage of heavy equipment, machinery, and construction materials
- Improvements include impervious surfaces, new driveways, frontage improvements, trench drains, oil/water separators, storm drain



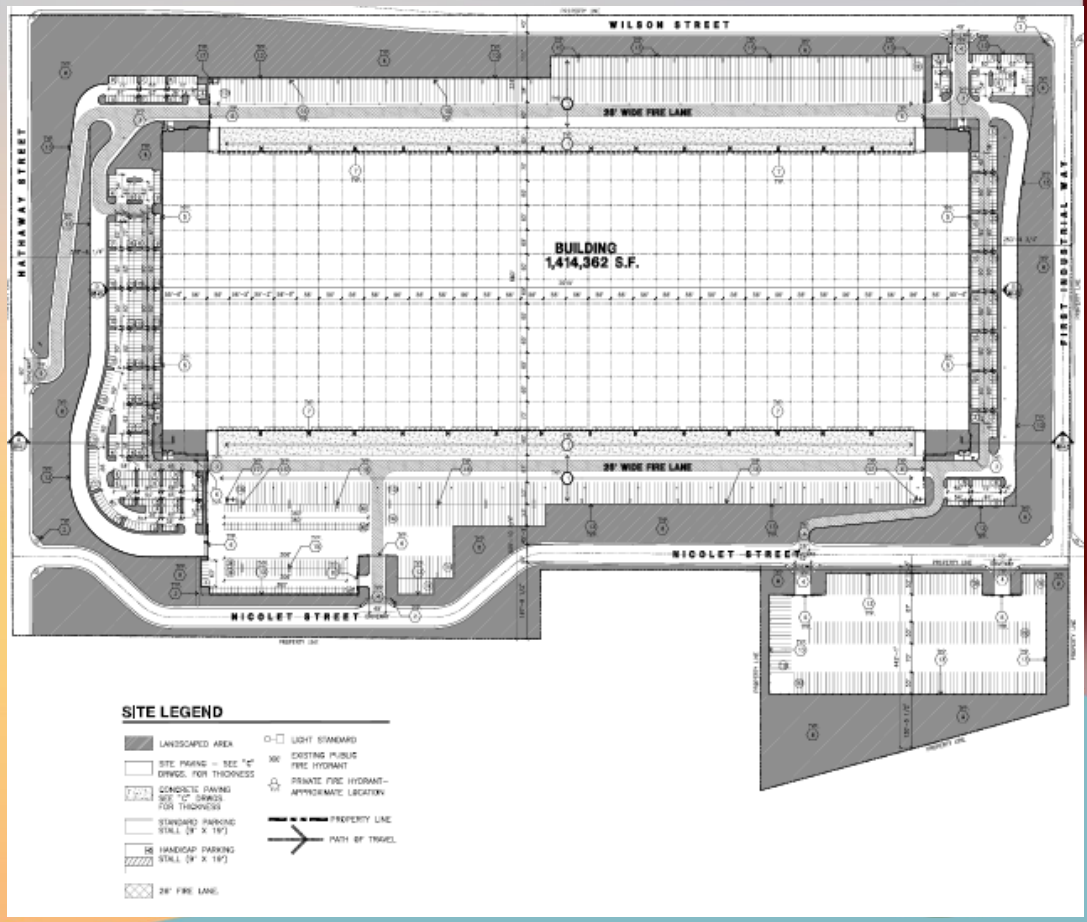
First Hathaway Logistics – APNs 532-110-001, -002, -003, -008, 009, 010



First Hathaway Logistics – APNs 532-110-001, -002, -003, -008, 009, 010

The Design Review will permit:

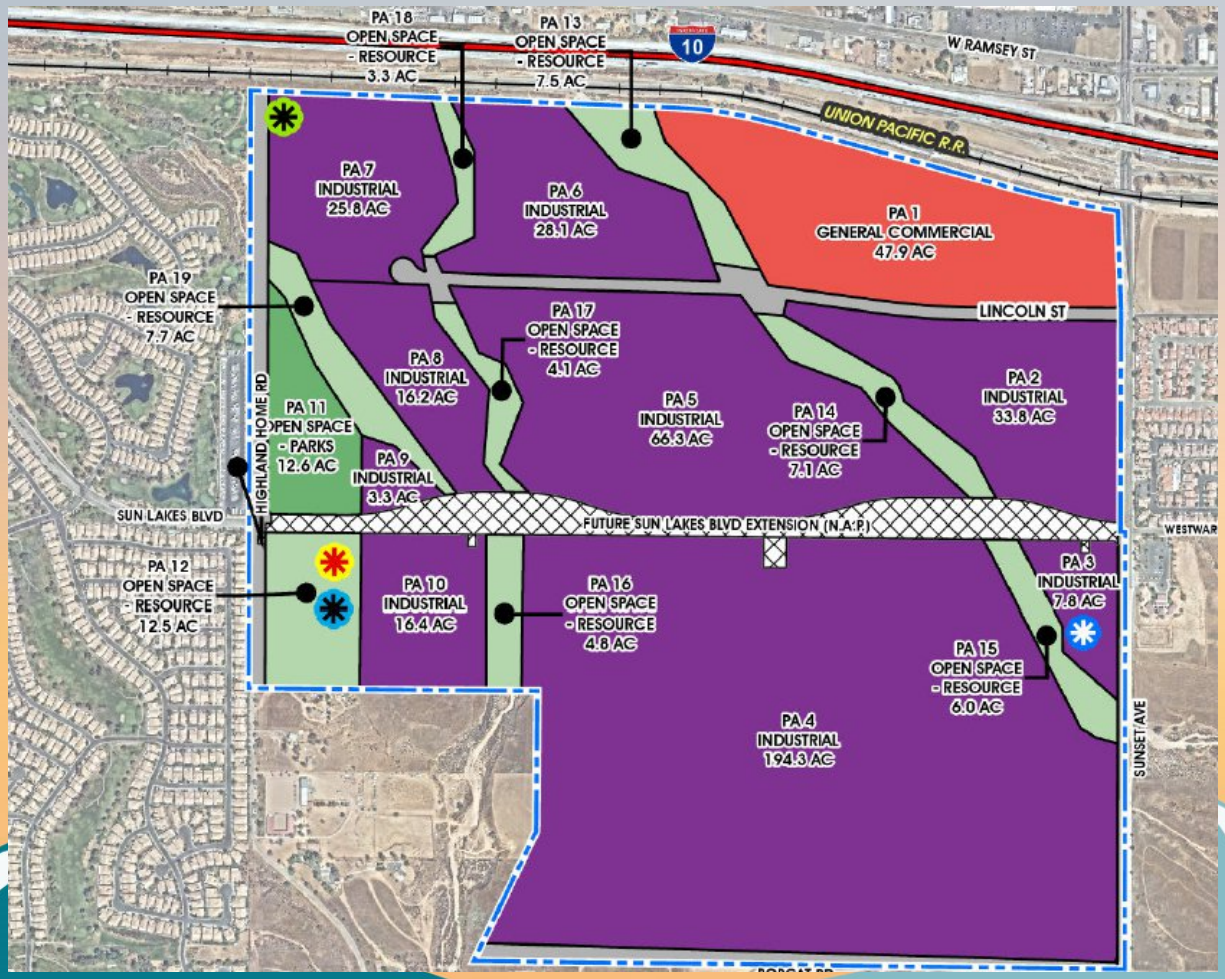
- Development a 1,414,362 square-foot warehouse distribution building with employee/visitor and trailer parking on 94.86-acre Business Park zoned site
- 7.61 acres for additional trailer parking
- 1.65 acres to remain generally undeveloped
- 10.06 acres dedicated for public roadways to facilitate access to the site and adjacent properties.



First Hathaway Logistics – APNs 532-110-001, -002, -003, -008, 009, 010



Sunset Crossroads SP – APNs (multiple)



Sunset Crossroads SP – APNs (multiple)

Approval of the Project will require:

- Project EIR
- General Plan Amendment
- Zone Change
- Development Agreement
- Tentative Parcel Map
- Future Annexation

Project approval will allow for:

- 268,400 s.f. of Commercial uses
- 5.5M s.f. of Industrial uses
- 53 acres of Open Space
- 12.6 acres of Park Space
- Dedication of a Fire Station site

PA	LAND USE DESIGNATION	ACRES
1	GENERAL COMMERCIAL	***47.9***
2	INDUSTRIAL	33.8
3	INDUSTRIAL	7.8
4	INDUSTRIAL	194.3
5	INDUSTRIAL	66.3
6	INDUSTRIAL	28.1
7	INDUSTRIAL	25.8
8	INDUSTRIAL	16.2
9	INDUSTRIAL	3.3
10	INDUSTRIAL	16.4
	INDUSTRIAL SUBTOTAL	***392.0***
	DEVELOPMENT TOTAL	***439.9***
11	OPEN SPACE - PARKS	***12.6***
12	OPEN SPACE - RESOURCE	12.5
13	OPEN SPACE - RESOURCE	7.5
14	OPEN SPACE - RESOURCE	7.1
15	OPEN SPACE - RESOURCE	6.0
16	OPEN SPACE - RESOURCE	4.8
17	OPEN SPACE - RESOURCE	4.1
18	OPEN SPACE - RESOURCE	3.3
19	OPEN SPACE - RESOURCE	7.7
	OPEN SPACE - RESOURCE SUBTOTAL	***53.0***
	CIRCULATION	***28.3***
	PROJECT TOTAL	***533.8***

Sunset Crossroads SP – APNs (multiple)

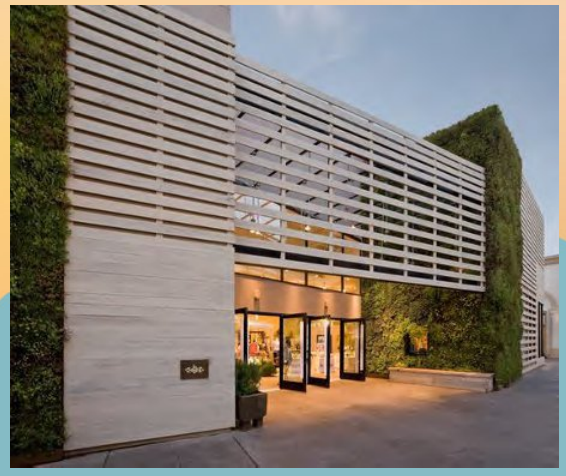




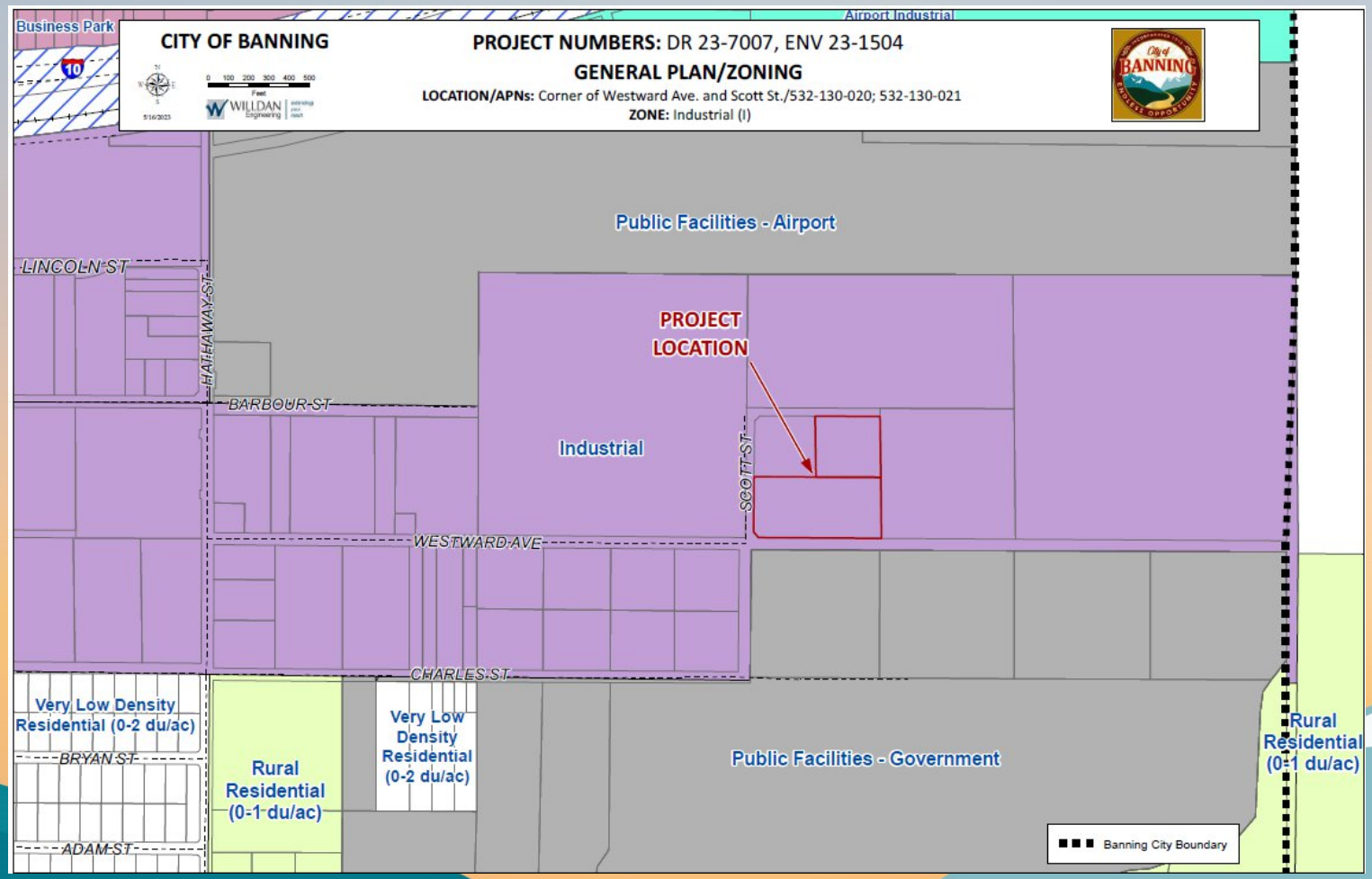






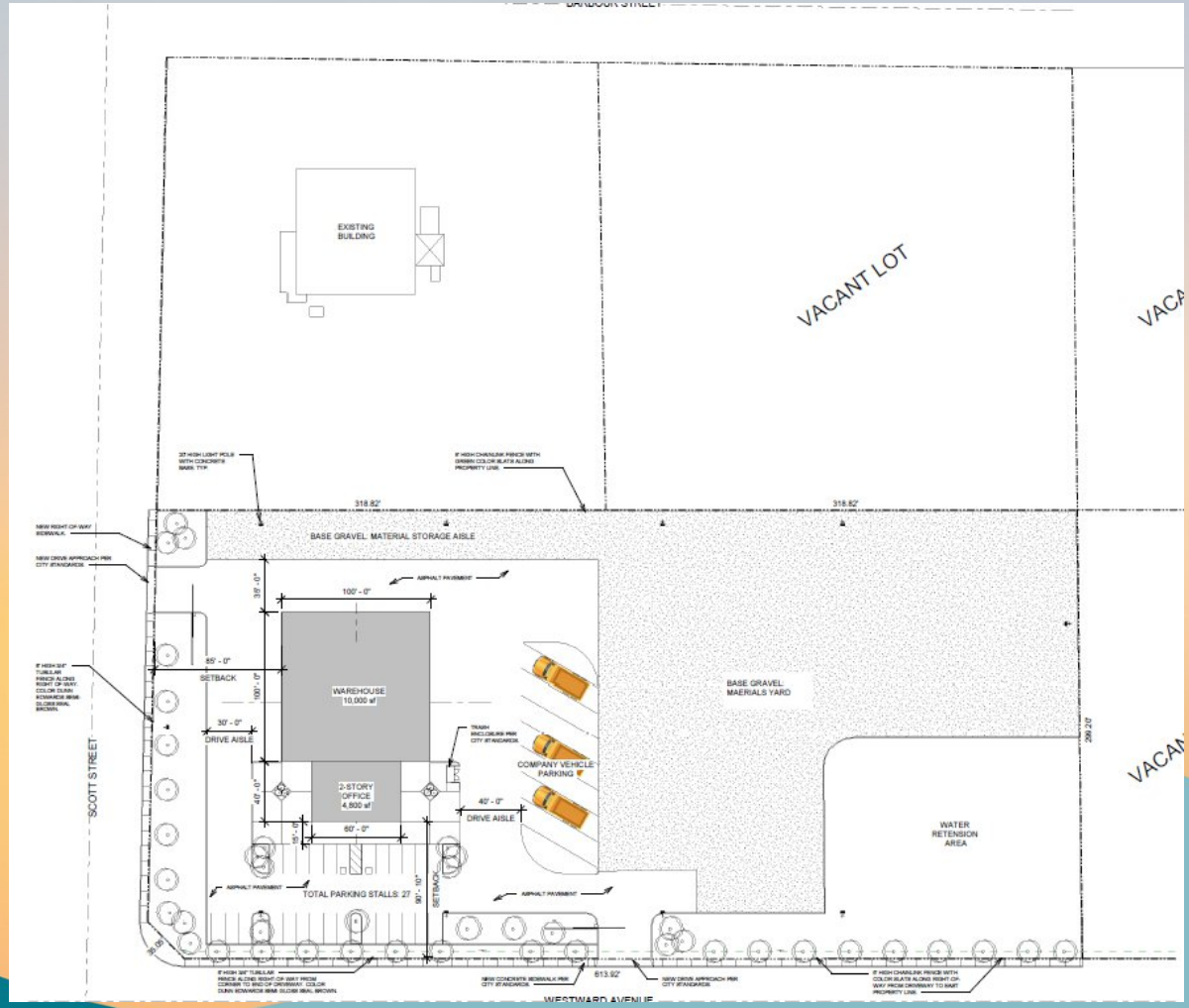


WEKA Industrial – APNs 532-130-021

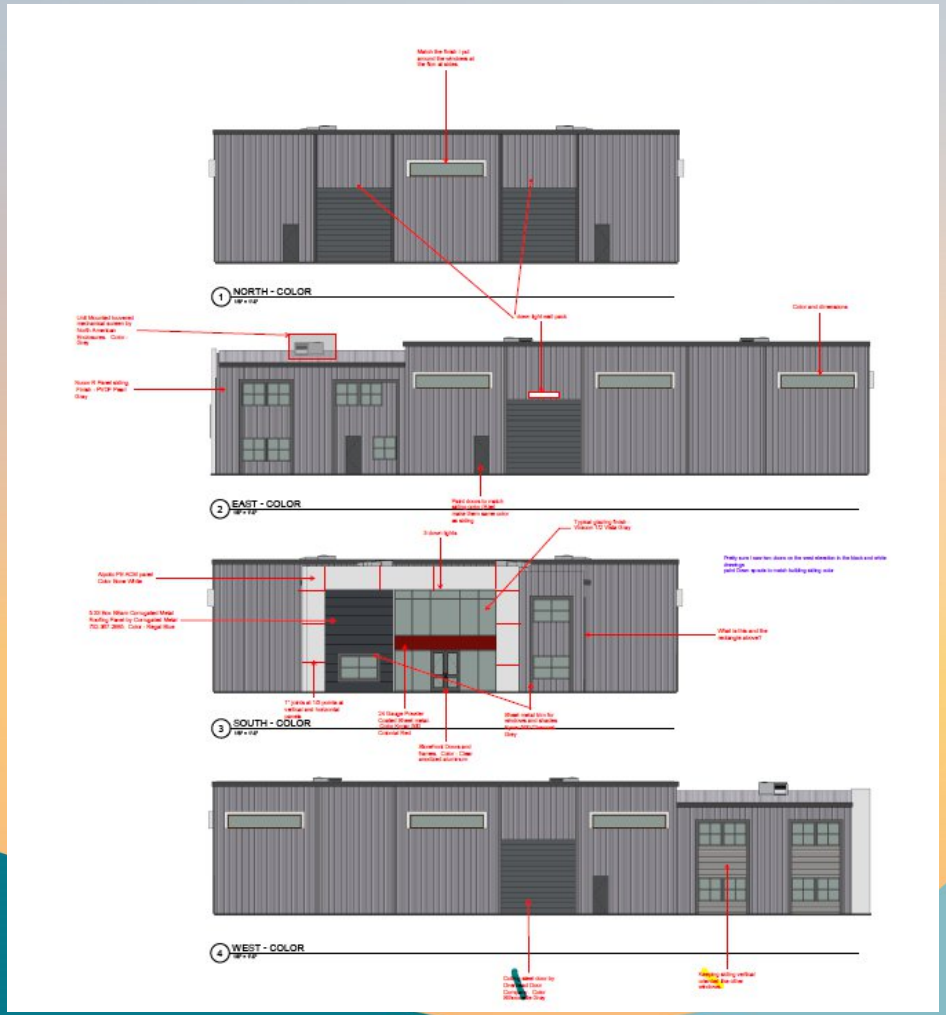


WEKA Industrial – APNs 532-130-021

Design Review for the proposed development of a 12,400 SF building for warehouse and office use on approximately 4.38-acres of land

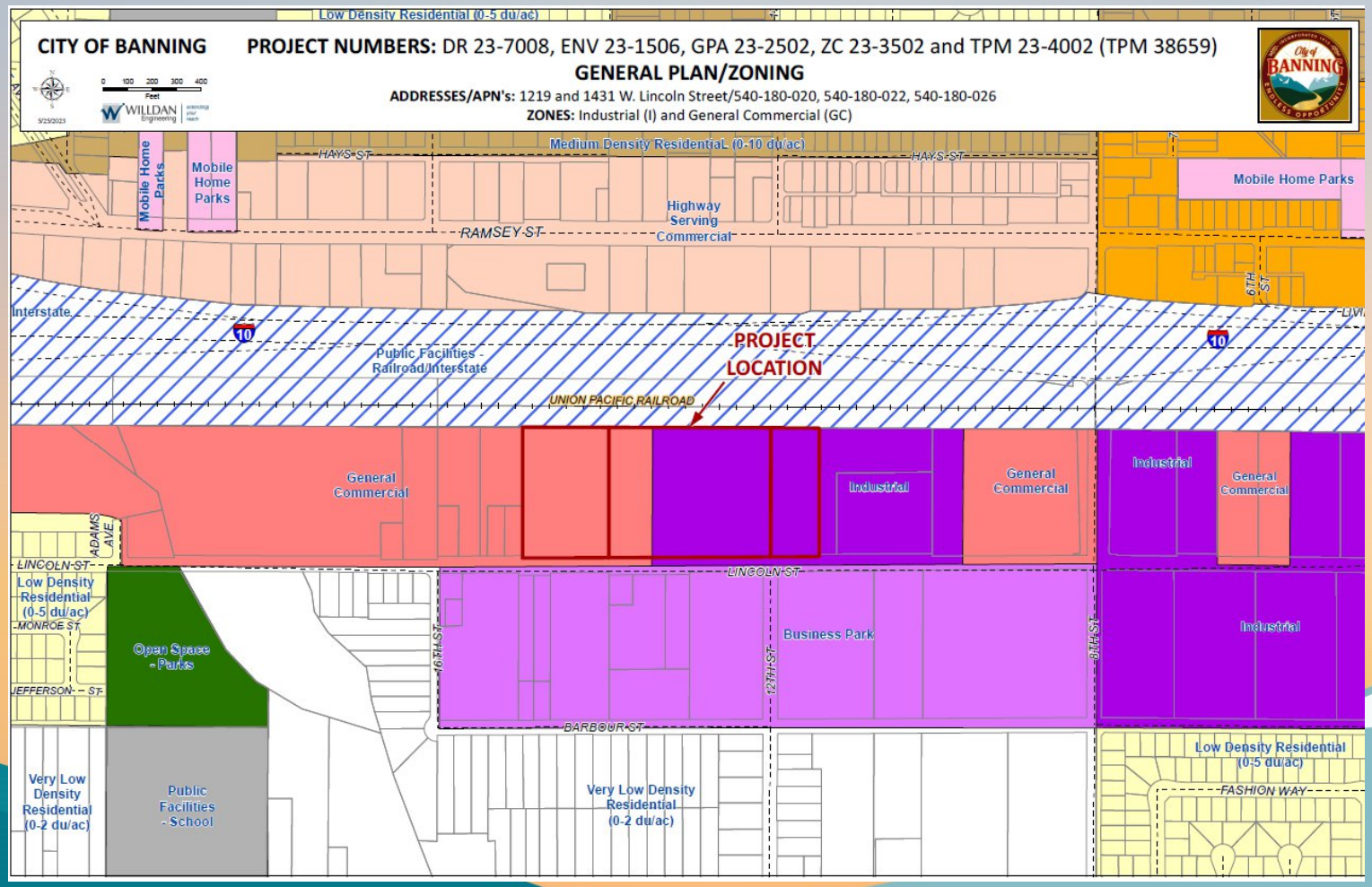


WEKA Industrial – APNs 532-130-021



Recently Approved Industrial Projects

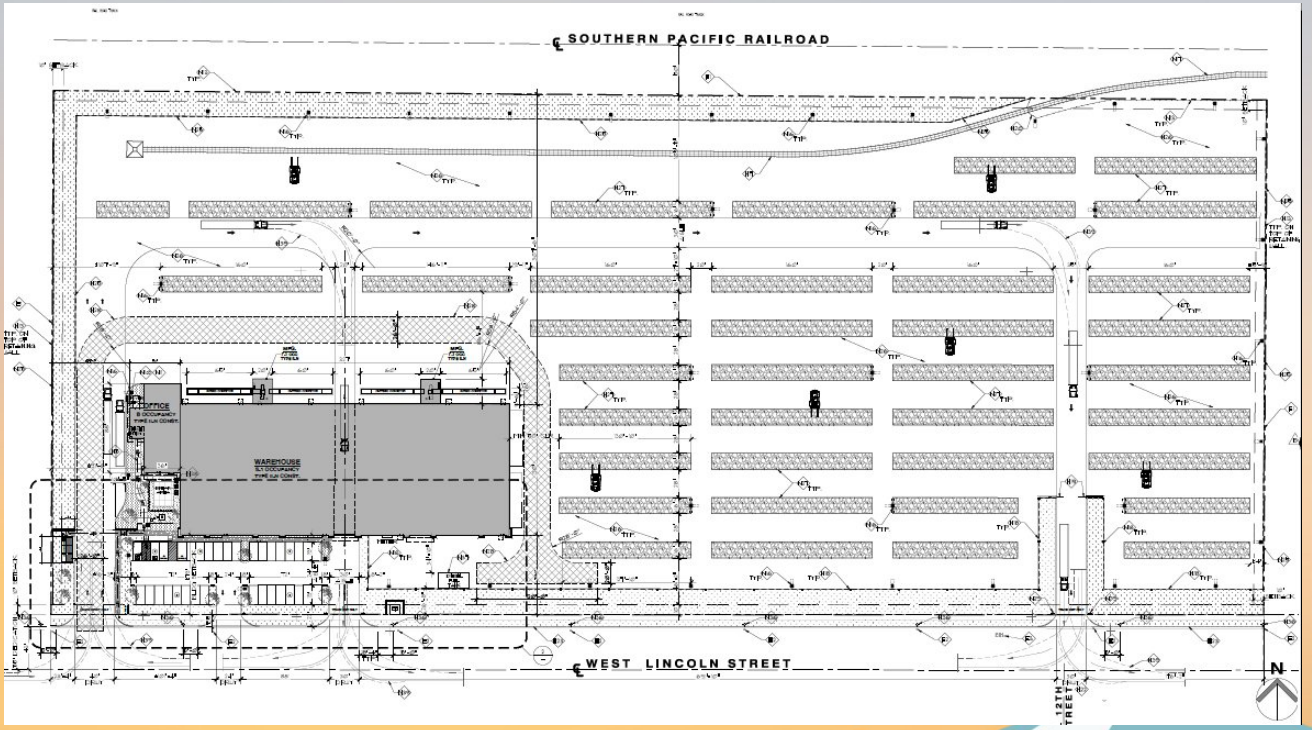
Brown Strauss Steel – 1219 & 1431 W. Lincoln St.



Brown Strauss Steel – 1219 & 1431 W. Lincoln St.

The Project provides / allows for:

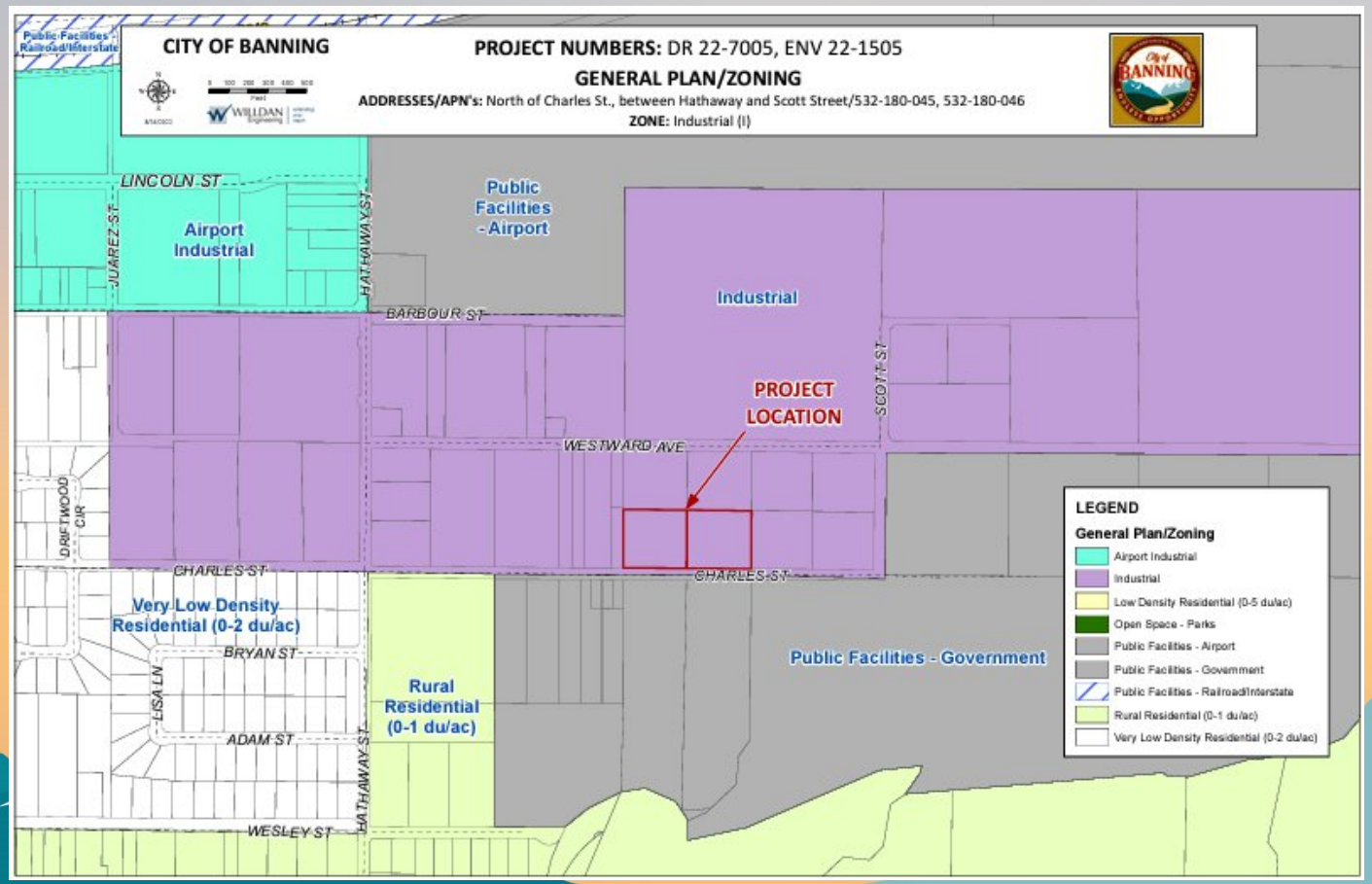
- General Plan Amendment
- Zone Change
- Parcel Merger
- Parking Reduction
- Construction and operation of a steel distribution facility with a 42,510 s.f. warehouse building with 3,434 square feet of office space on 14. 92 acres of land



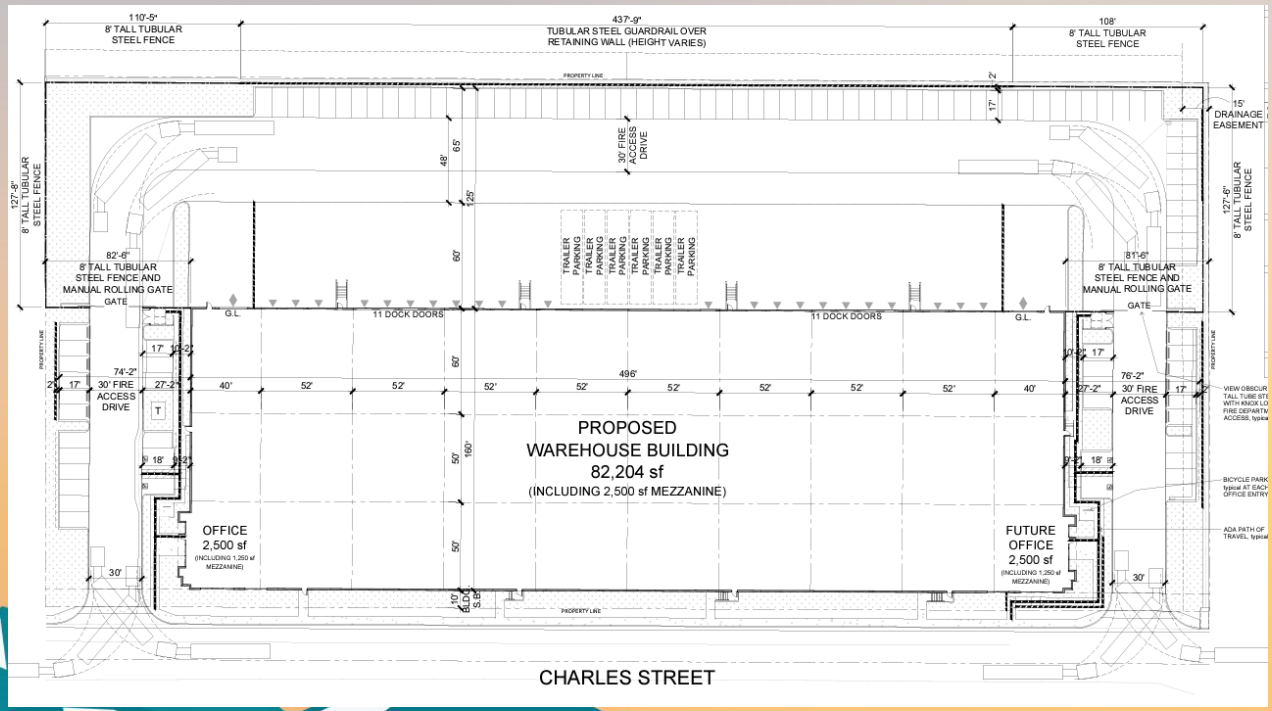
Brown Strauss Steel – 1219 & 1431 W. Lincoln St.



Charles St. Industrial Building, APN 532-180-045, -046



Charles St. Industrial Building, APN 532-180-045, -046



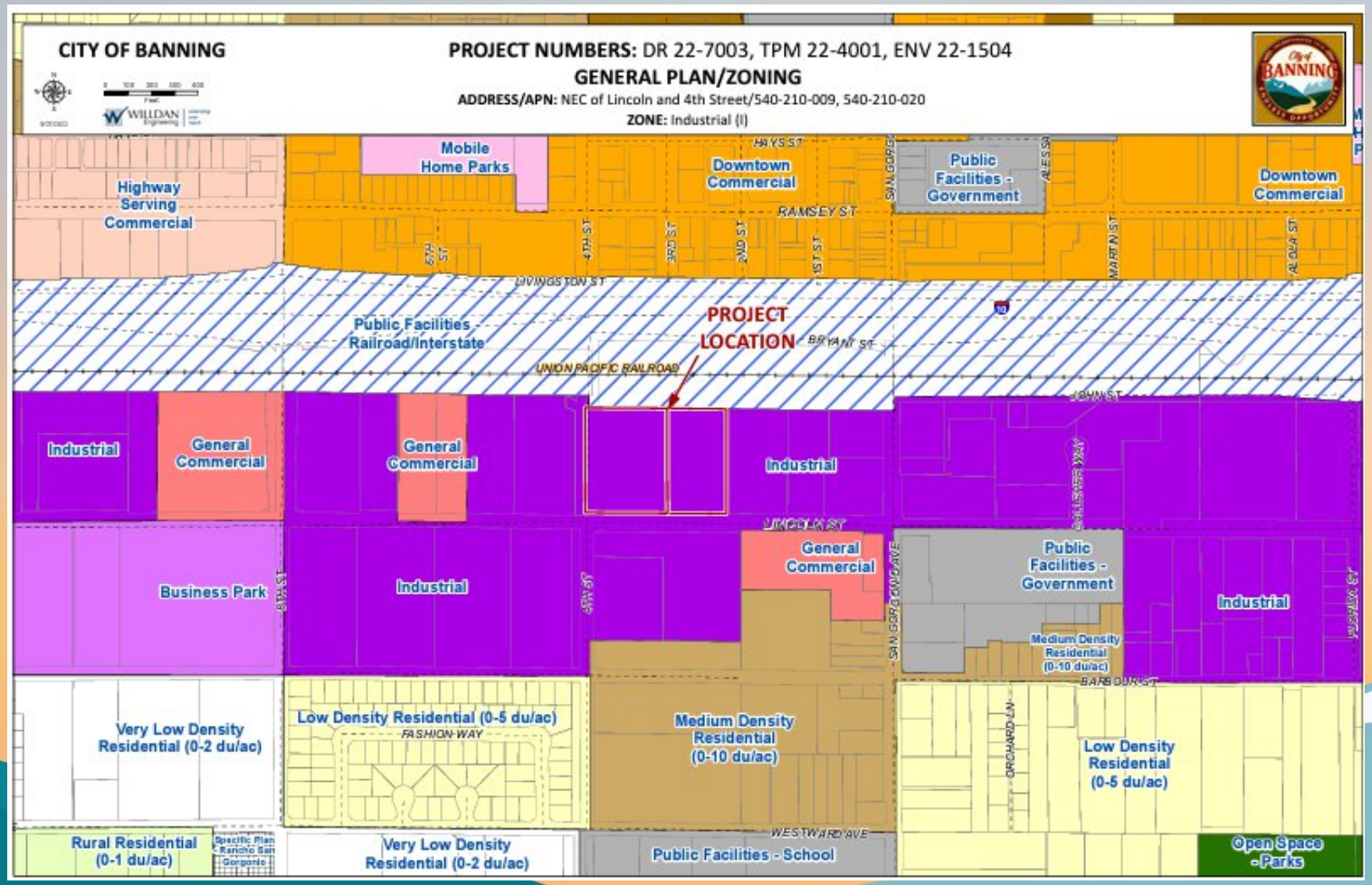
The Design Review proposes to construct:

- An 82,204 SF speculative light industrial building with related paved access, parking, landscaping, and drainage improvements.
- 7,500 SF of office space and 74,704 SF warehouse space.
- 22 dock doors and 2 grade level doors will serve the building.
- 2 30’ wide driveway entrances are proposed along the project frontage of Charles Street to provide passenger vehicle and truck access.

Charles St. Industrial Building, APN 532-180-045, -046



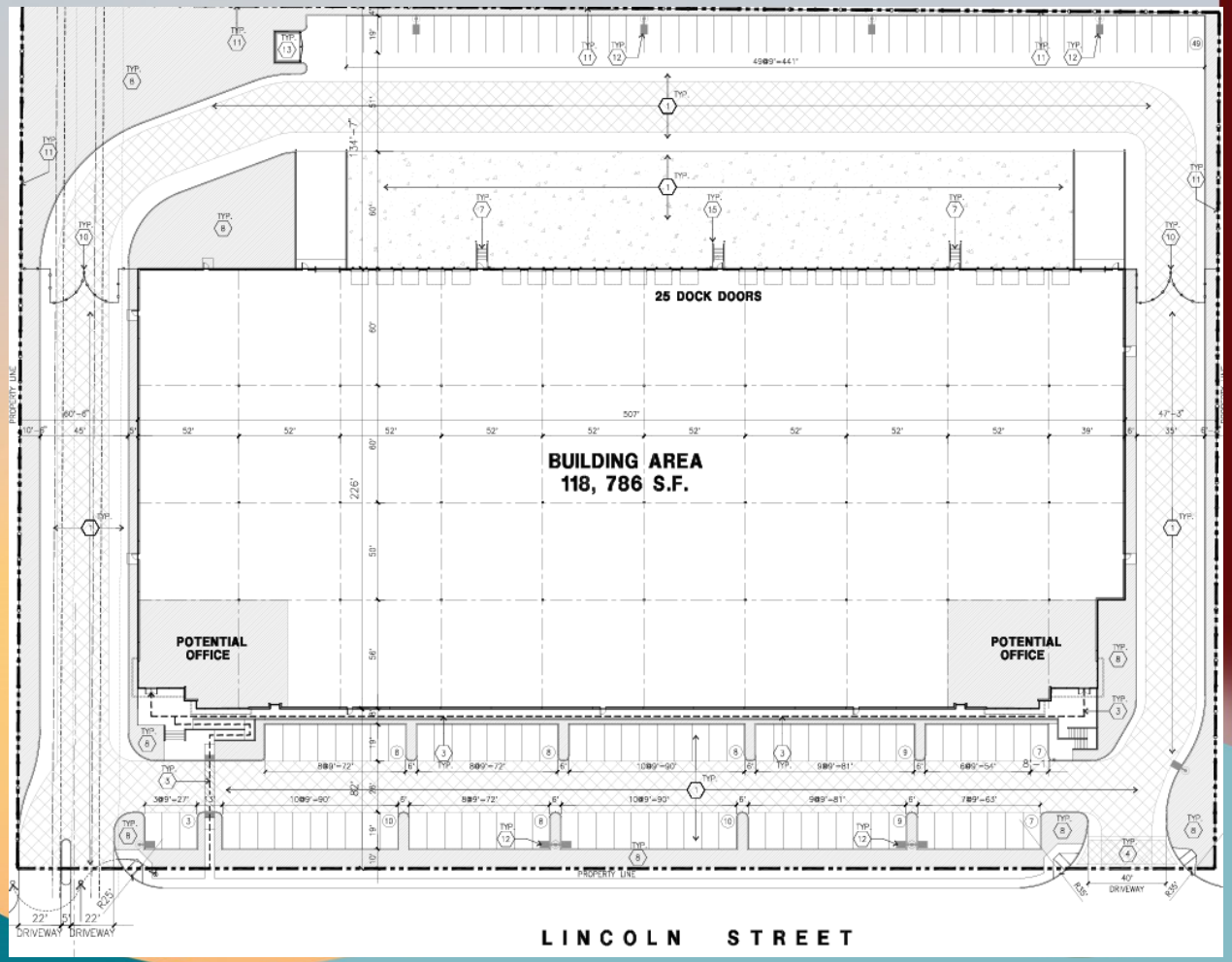
First Lincoln Logistics – APNs 540-210-000, -020



First Lincoln Logistics – APNs 540-210-000, -020

The Design Review will permit:

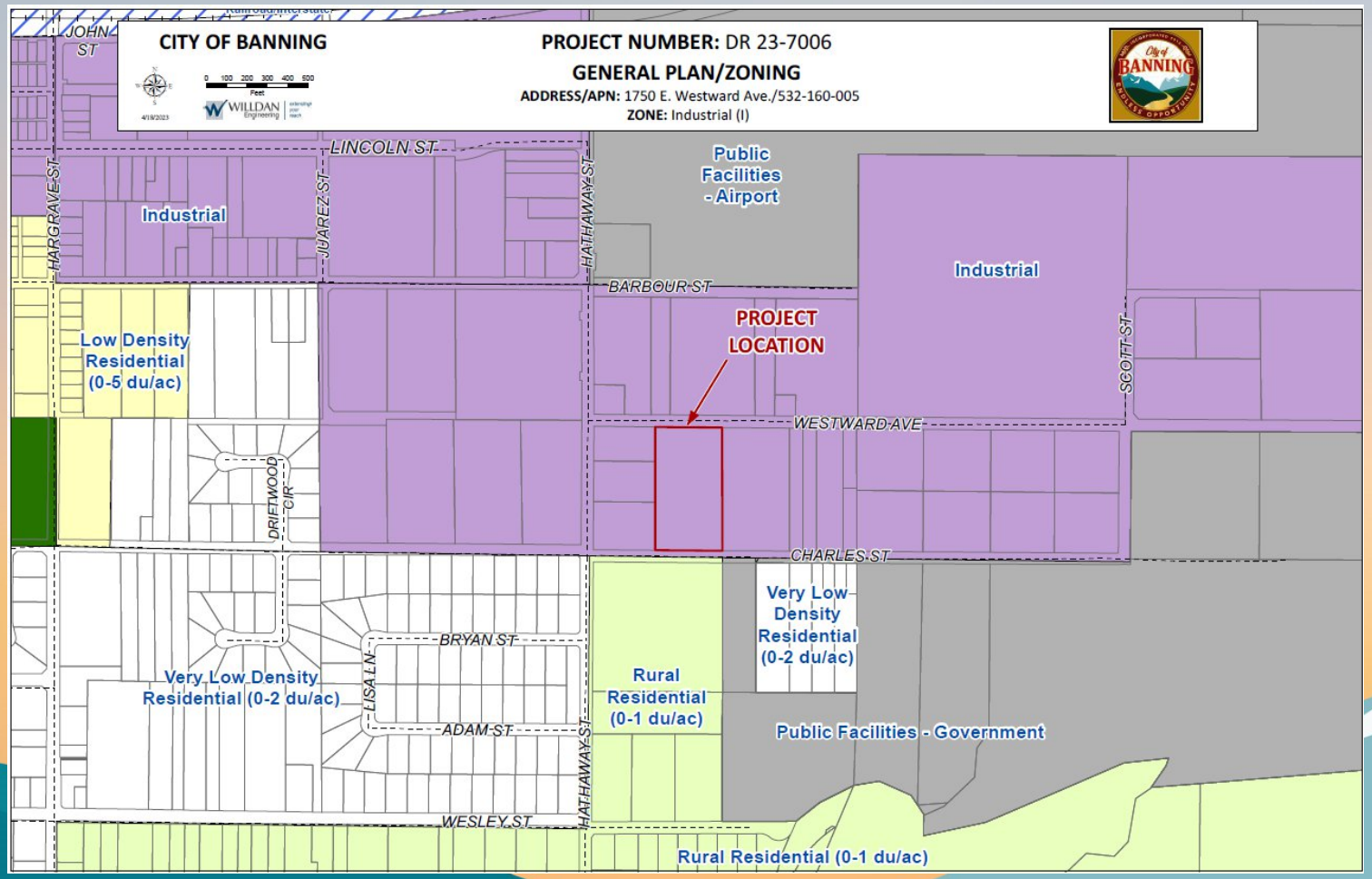
- The development of a 108,786 square foot warehouse, including 10,000 square feet of office space, on two floors for a total of 118,786 square feet
- Tentative Parcel Map 38437 to combines two parcels of land totaling 6.23-acres located at the northeast corner of 4th and Lincoln Streets



First Lincoln Logistics – APNs 540-210-000, -020



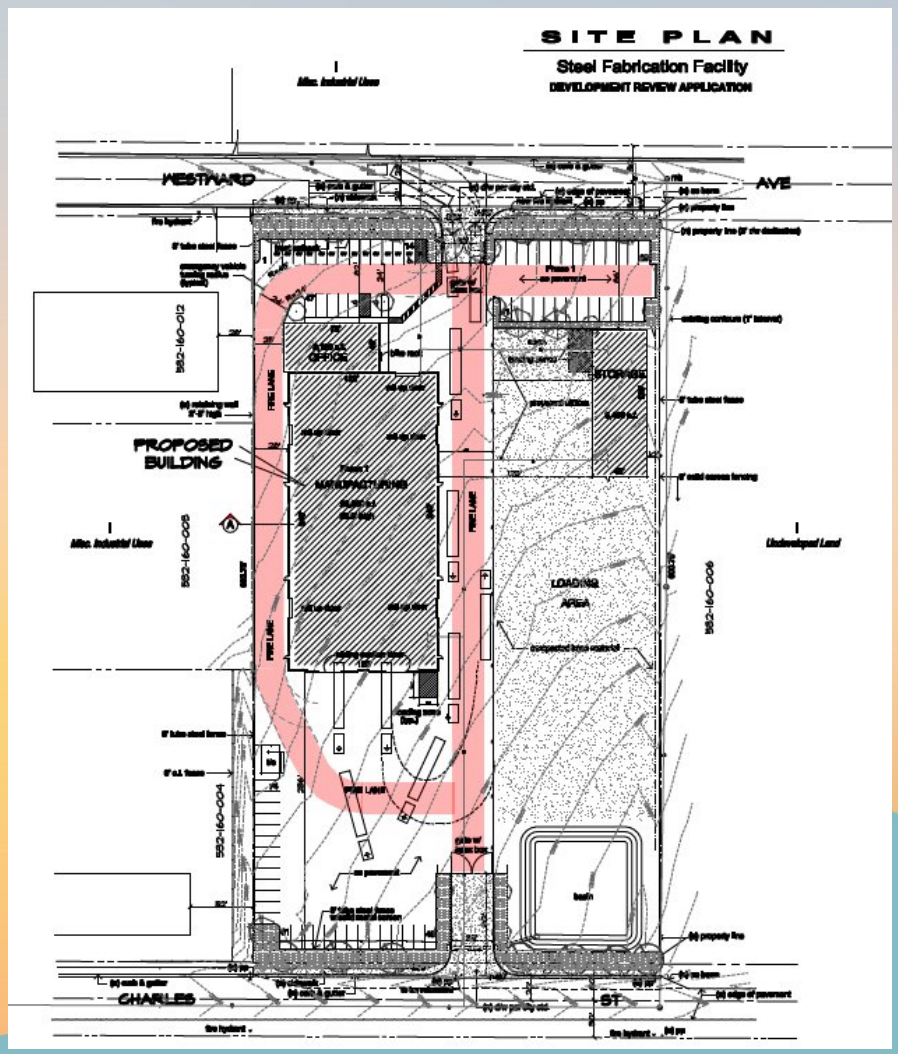
KCB Towers – APN 532-160-005



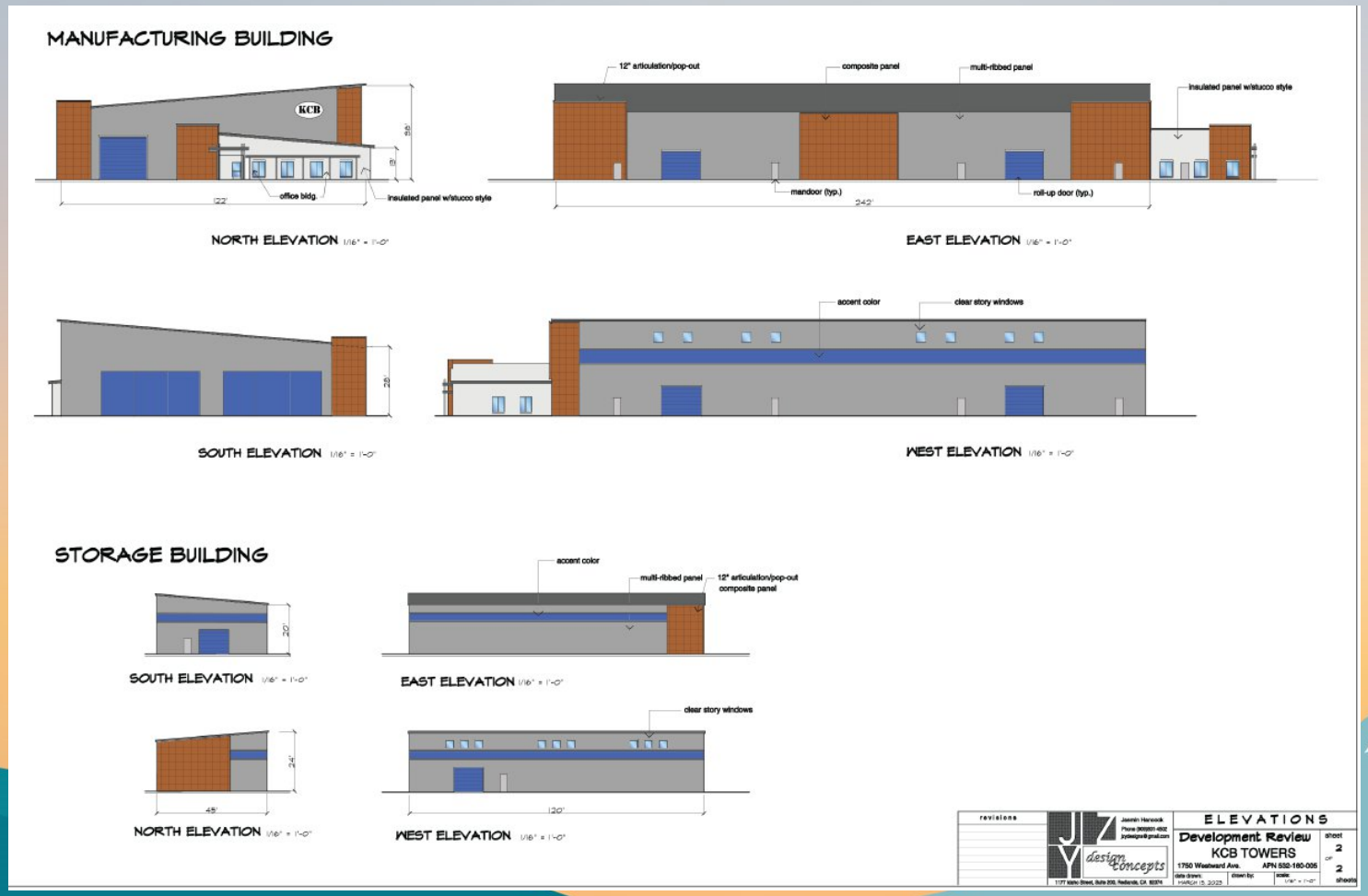
KCB Towers – APN 532-160-005

The Design Review allows for:

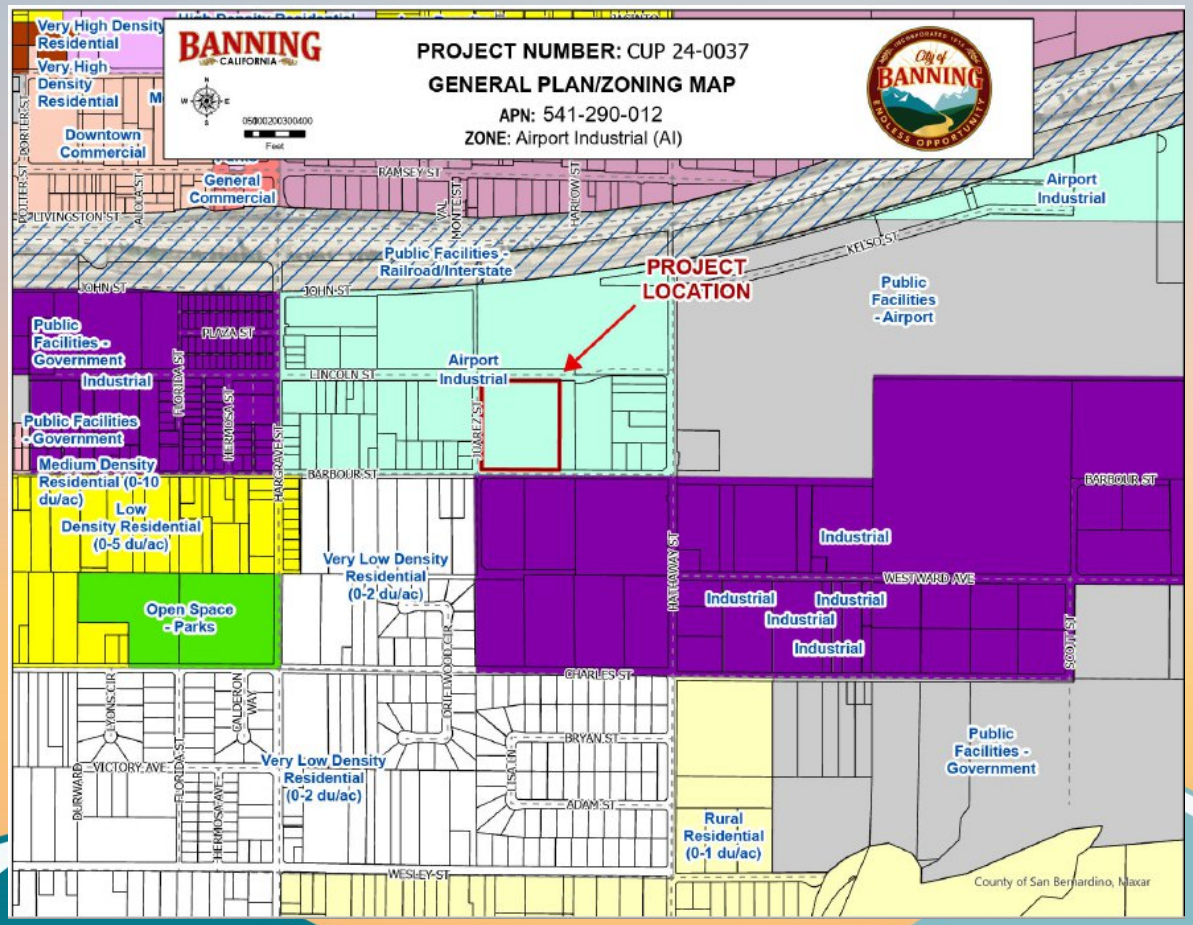
- New construction and operation of a structural steel fabrication facility
- 30,240 square-foot building
- 5,400 square-foot storage building
- 1,200 square-foot office building on a 4.57-acre site



KCB Towers – APN 532-160-005



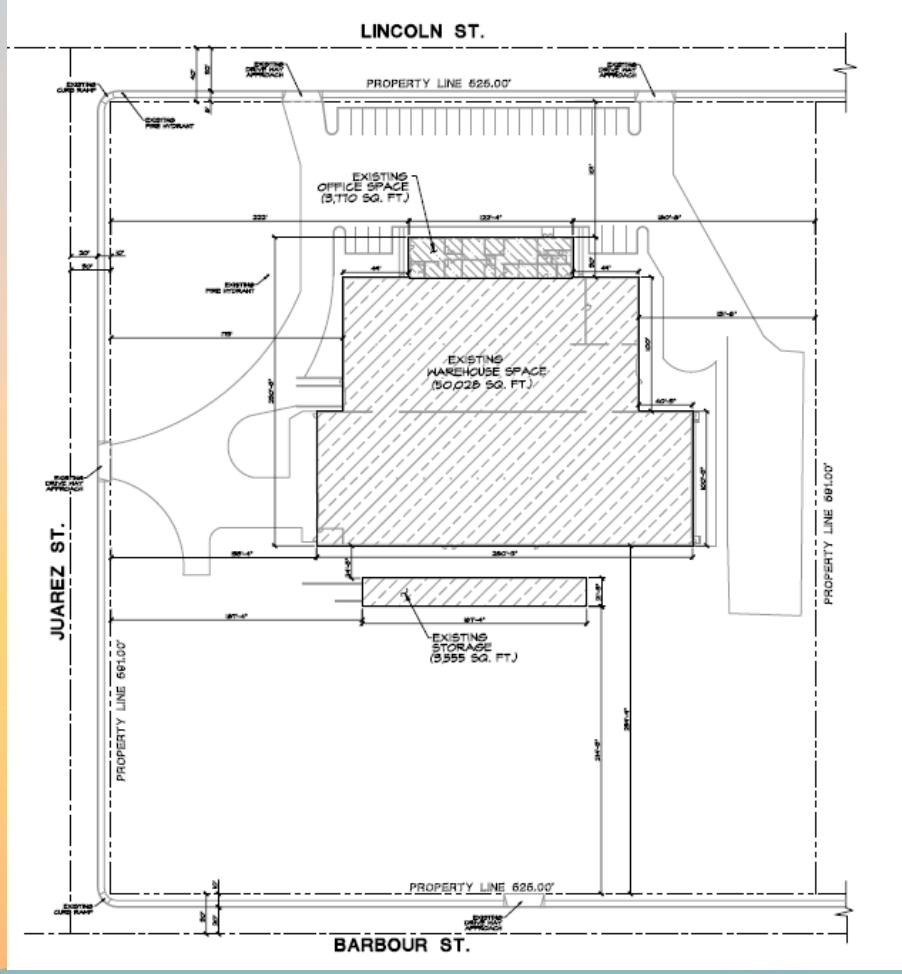
KVL Tires – 1284 E. Lincoln St.



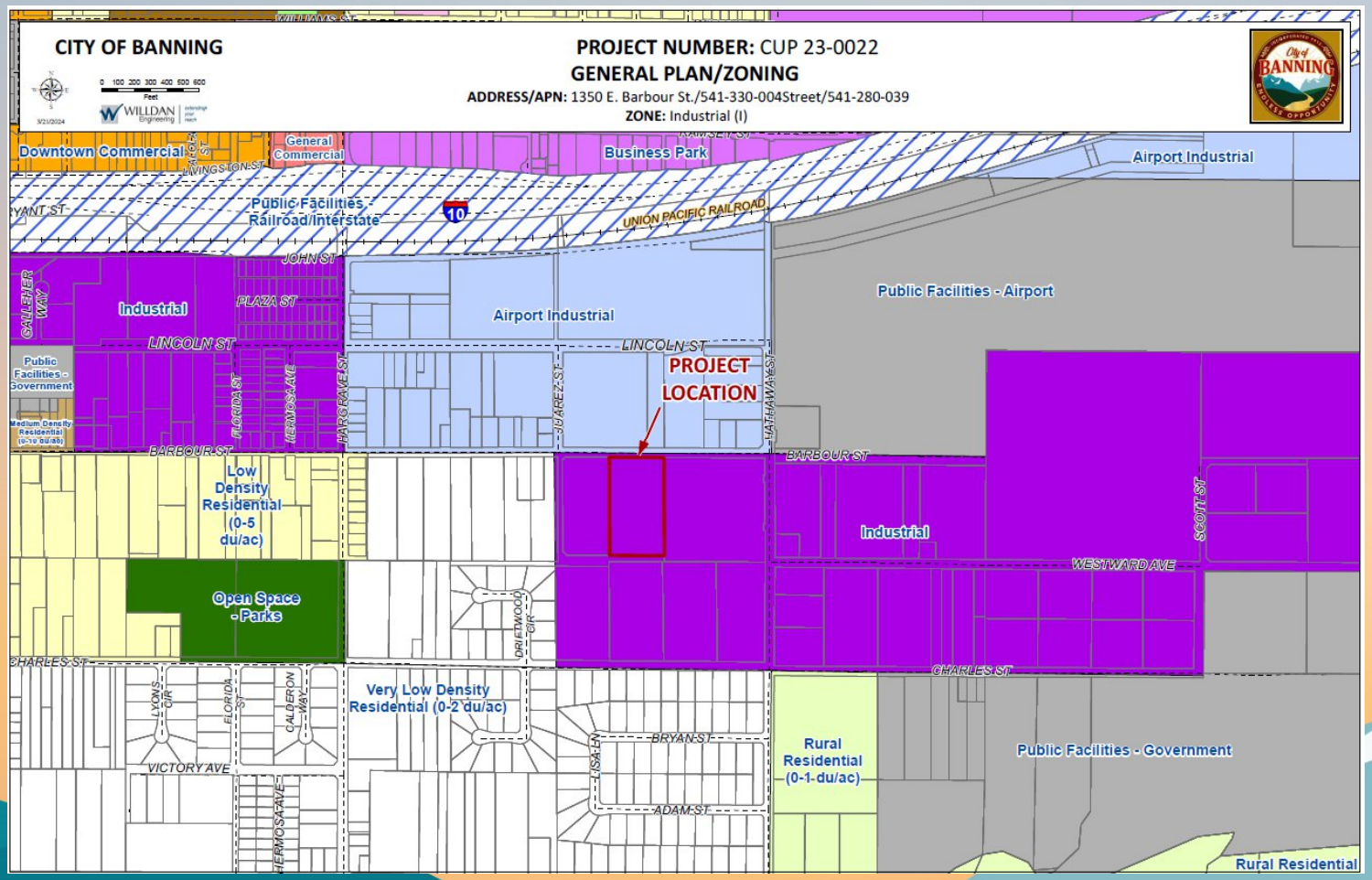
KVL Tires – 1284 E. Lincoln St.

The CUP will allow for:

- Operation of a tire retreading facility
- Warehousing
- Tire wholesaling
- Retail sales and service within an existing 53,789 square-foot building on an 8.42-acre site
- There are no proposed modifications to the exterior of the building



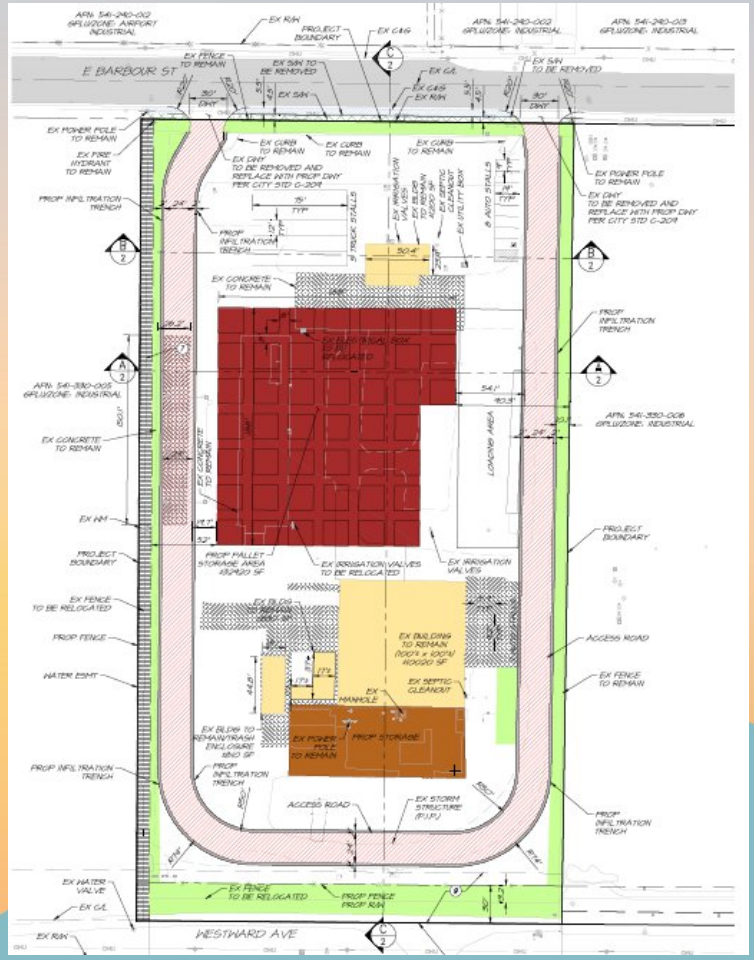
Banning Pallet Yard – 1350 E. Barbour St.



Banning Pallet Yard – 1350 E. Barbour St.

The Conditional Use Permit will allow for:

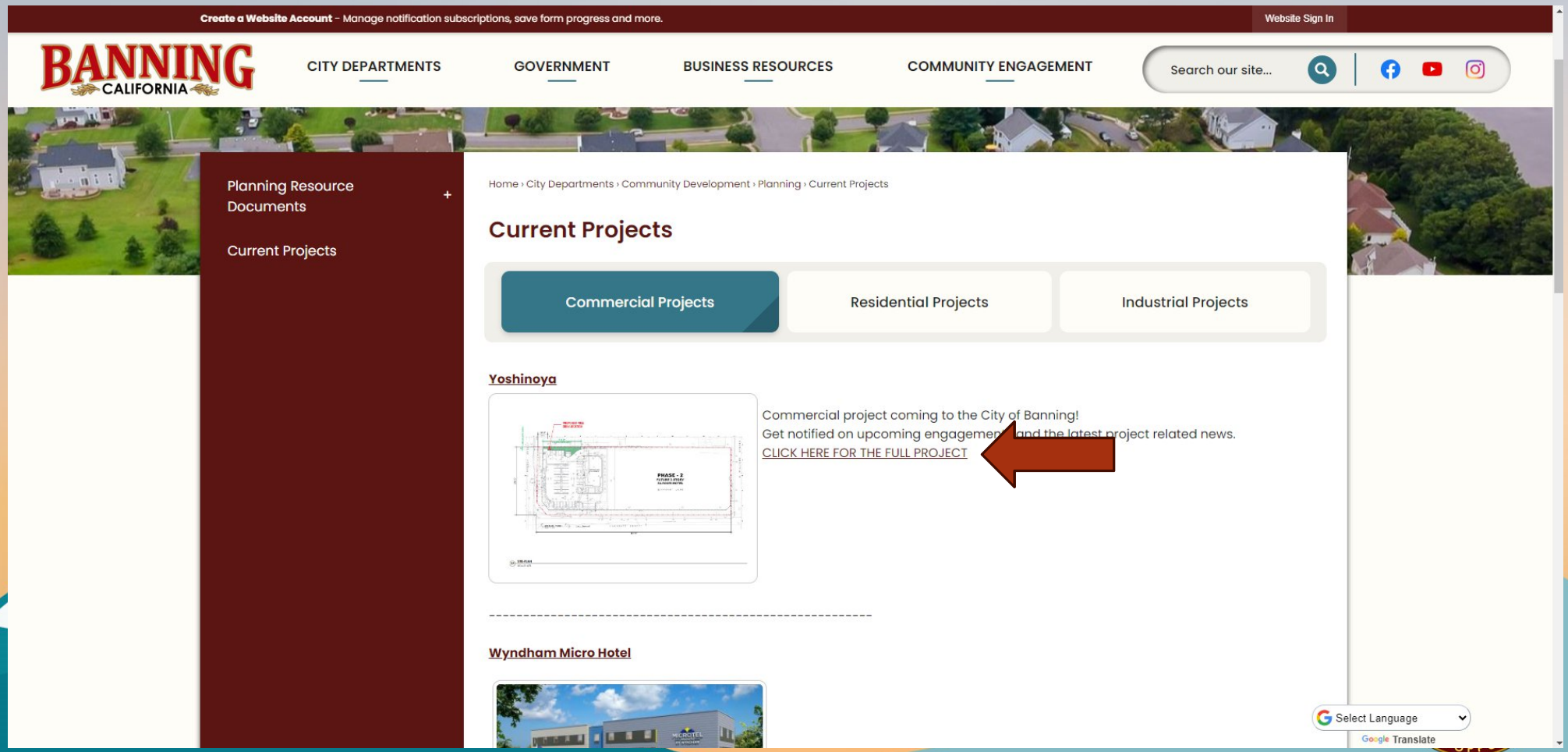
- Manufacturing and pallet storage on a 4.9 acre existing industrial site with four buildings totaling approximately 13,250 square feet located at 1350 East Barbour Street



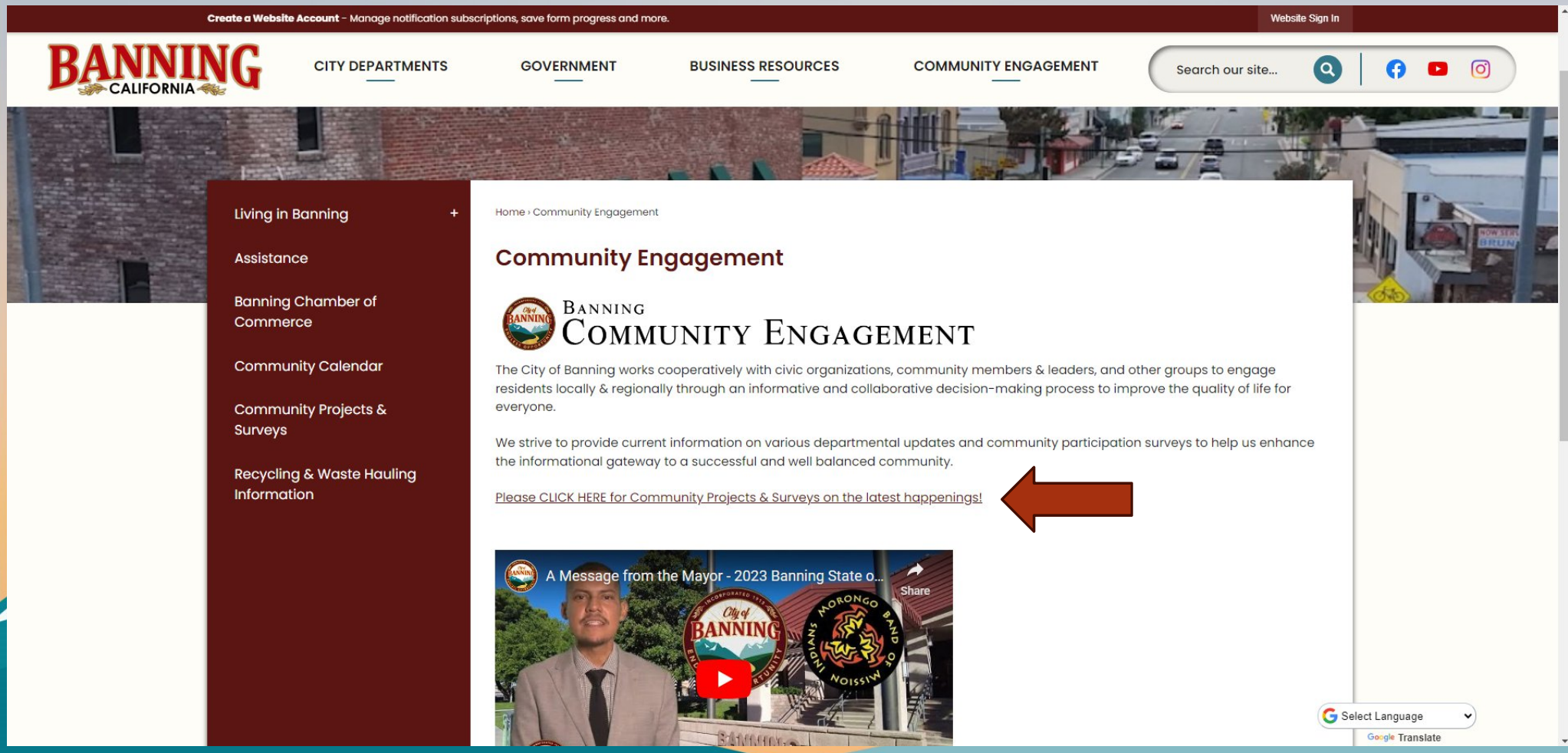
Banning Pallet Yard – 1350 E. Barbour St.



Online Access to Project Information



Online Access to Project Information



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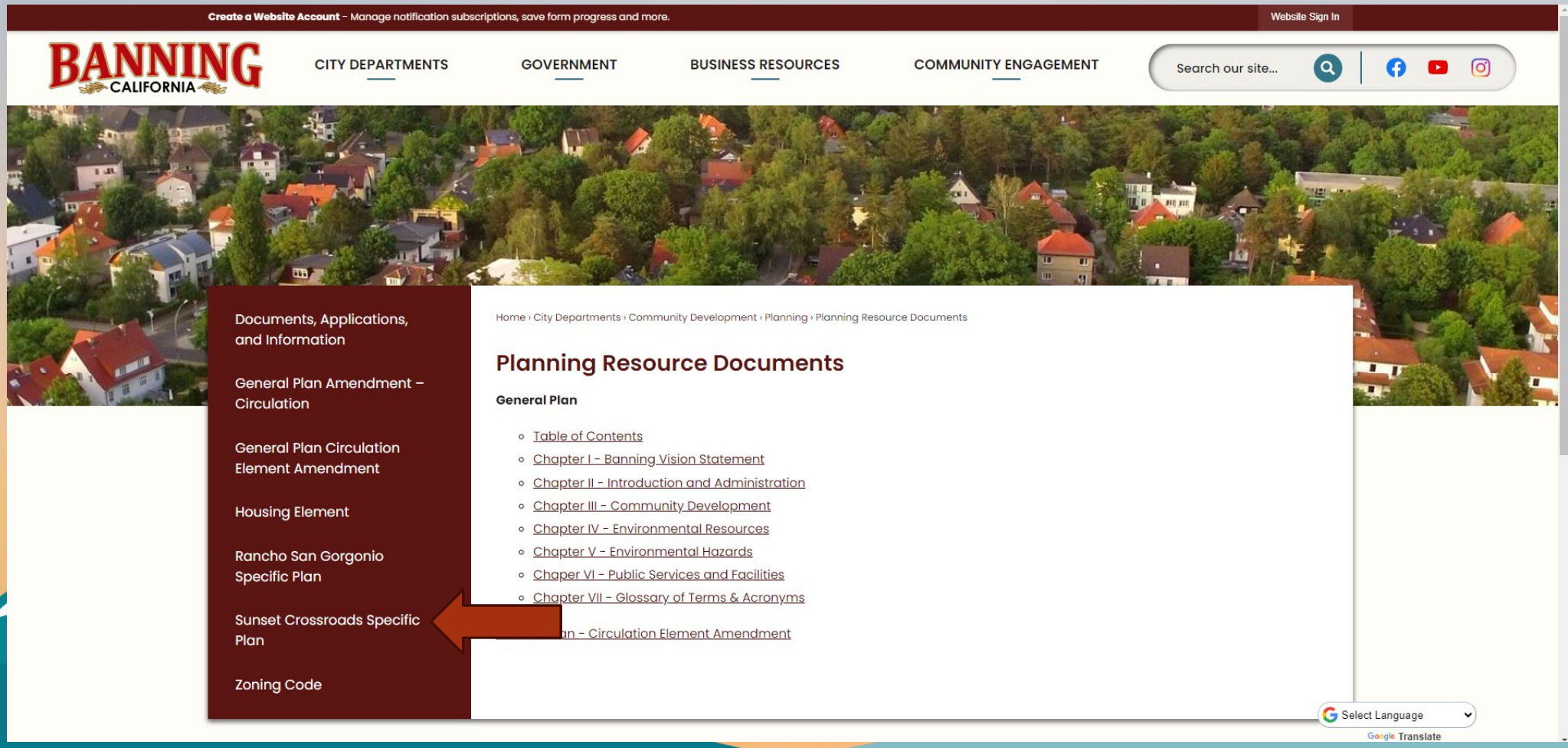

Thank you!

Staff is Available for Questions

Contact Information

Emery J. Papp

Planning Manager

epapp@banningca.gov